

COUNTY OF PLACER
Community Development/Resource Agency

Michael J Johnson, AICP

PLANNING
SERVICES DIVISION

Paul Thompson, Deputy Director

MEMORANDUM

TO: Honorable Board of Supervisors

FROM: Michael J. Johnson, AICP *MJ*
Agency Director

DATE: October 23, 2012

SUBJECT: NORTH TAHOE AREA GENERAL PLAN AMENDMENT - DOLLAR CREEK
SHARED-USE TRAIL

ACTION REQUESTED

1. Conduct a public hearing to consider a recommendation from the Placer County Planning Commission for approval of an amendment to the North Tahoe Area General Plan to create Special Area 1 and add "Transportation Route" as a conditionally permitted land use on two properties within Plan Area Statement 013 (Watson Creek).
2. Adopt the Mitigated Negative Declaration including Errata, and adopt the Mitigation Monitoring Program prepared for the Dollar Creek Shared-Use Trail Project.
3. Adopt a Resolution amending the North Tahoe Area General Plan to create Special Area 1 on Assessor's Parcel Number 092-010-035 (portion) and 092-010-023, and add "Transportation Routes" as a conditionally allowed land use to a portion of the Plan Area Statement 013 (Watson Creek).

There is no net County cost associated with these actions.

BACKGROUND

Project Site

The subject property, Dollar Creek Shared-Use Trail Project, is located east of Tahoe City on properties owned by the California Tahoe Conservancy and the North Tahoe Public Utility District. The subject property is located between the intersection of Dollar Drive and State Route 28 and the terminus of Fulton Crescent Drive. The project traverses through conservation and recreational land use classifications. Primary uses within and surrounding the project area are residential and undeveloped lands.

Project Description

The Project proposes to establish a Class 1 or better (i.e., 10-foot-wide paved trail) shared-use trail that would extend the existing north shore bicycle trail network. The proposed trail network would also link residential uses to jobs, schools, shopping, and recreation and community areas. The approximately 2.2-mile-long trail will extend the existing Tahoe City to Dollar Point trail, which currently ends near the intersection of Dollar Drive and State Route 28, to the end of Fulton Crescent Drive. The trail would be extending through public lands commonly known as the Dollar and Firestone properties. The Project alignment generally follows existing native surface trails and roads found on the public parcels, although the trail does meanders onto other adjacent parcels to improve trail connections or reduce/avoid environmental effects.

The Project includes an optional 19,914-square-foot trailhead parking facility accessed from the State Route 28 and Dollar Drive intersection and would accommodate up to 24 vehicle spaces. The parking facility will be built as funding allows but is not required as part of environmental mitigation or to fulfill the goals of the Dollar Creek Shared-Use Trail Project.

North Tahoe Regional Advisory Council

The project was presented to the North Tahoe Regional Advisory Council (NTRAC) as an action item on August 9, 2012. After discussion before NTRAC, the NTRAC voted unanimously (5-0), to recommend approval of the Plan Area Statement amendment to the Planning Commission and the Board of Supervisors.

PLANNING COMMISSION ACTION

On August 30, 2012, the Planning Commission unanimously adopted a motion to approve a Conditional Use Permit for the proposed project (5:0:2:0 with Commissioners Moss and Brentnall absent). The Planning Commission also forwarded a recommendation to the Board of Supervisors to approve an amendments to the North Tahoe Area General Plan creating Special Area 1 on Assessor's Parcel Numbers 092-010-035 (portion) and 092-010-023 and adding "Transportation Routes" as a conditionally allowed land use to a portion of Plan Area Statement 013 (Watson Creek). The Planning Commission received several public comments in support of the project as well as comments in opposition to the project that the paved trail would disturb existing mountain biking trails and impact existing residences. The Planning Commission concluded that the approval of the project would provide an improved public trail that is easily designated for public use and had little or no impact to surrounding land uses. The Planning Commission concluded that the proposed amendments to the North Tahoe Area General Plan and adding Transportation Route as a conditionally allowed use are consistent with the existing General Plan land use designations.

DISCUSSION OF ISSUES

Amendment to the North Tahoe Area General Plan

The North Tahoe Area General Plan Land Use Classification for Plan Area 013 is "Conservation with a Mitigation Management Strategy". The County Plan Area Statements include mostly the same or similar permissible land uses as listed in the Tahoe Regional Planning Agency (TRPA) Plan Area Statements. As a result, "Transportation Routes" are currently a non-permitted use in Plan Area Statement 013.

The project proposes to amend the North Tahoe Area General Plan in order to create Special Area 1 and add "Transportation Route" as a conditionally permitted land use on two properties within Plan Area Statement 013 (Watson Creek) – Assessor's Parcel Numbers 092-010-035 (Special Area #1 on a portion of the 111.77-acre parcel) and 092-010-023 (18.27-acre parcel). Because Plan Area Statement 013 includes existing US Forest Service (USFS) roadways for vehicle, bicycle, and pedestrian use, and other nearby Plan Areas within the Conservation Land Use Classification (Martis Peak-019, Burton Creek-004) include "Transportation Routes" as a special use, the omission of "Transportation Routes" as a special use in Plan Area Statement 013 may have been an error at the time of Regional Plan adoption. In addition, the requested use does not alter the intent of the Plan Area Classification and is in keeping with proposed shared-use trail routes identified in the Lake Tahoe Regional Bike and Pedestrian Master Plan (BPMP), the goals of the TRPA Environmental Improvement Program (EIP), and the goals and policies of the Placer County General Plan.

By adding the "Transportation Route" classification to Plan Area Statement 013 as a Special Area 1, approximately 2.2 miles of a shared-use non-motorized Class 1 trail that will link to the existing Tahoe City trail network through Plan Area Statements 013, and Plan Area Statements 012 and

009B will be authorized. This authorization would allow a clear public route for the neighborhood and the general public to travel on with paved flat surfaces, directional signage, and Best Management Practices.

With the pending TRPA Regional Plan Update, there is the potential that all TRPA Plan Area Statements will include “non-motorized transportation routes” as a permissible use and as such, future County Plan Area Statements would be amended accordingly. However, under current Plan Area Statement conditions in the project area, amendments to the North Tahoe Area General Plan are needed to allow for the proposed land use change.

General Plan Consistency

The County's General Plan policies for recreation trails seeks to promote the efficient and environmentally-sensitive use of lands to meet residents and businesses, promote the development and expansion of public recreational facilities, and to establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment. The proposed non-motorized Class 1 shared-use trail is consistent with the goals and objectives of the General Plan as it is not only a regional recreational amenity for public enjoyment of undeveloped areas and to protect sensitive open space and natural resources, but also provides a safe and convenient travel link to local neighborhoods for recreational activities and promotes non-motorized circulation within the community commercial and residential neighborhoods.

ENVIRONMENTAL ANALYSIS

A Mitigated Negative Declaration was prepared for the Dollar Creek Shared-Use Trail Project and has been finalized pursuant to the California Environmental Quality Act (CEQA). The Mitigated Negative Declaration must be found to be adequate by the Board to satisfy the requirements of CEQA, and recommended findings for this purpose are included below.

As part of the adoption of the Mitigated Negative Declaration, the Board is being asked to consider an Errata to the Mitigated Negative Declaration. The Errata will replace Section 1.10.1 of the Initial Study and changes the type of entitlement required for the project from “Design Review” approval to “Conditional Use Permit” approval. The Errata does not change the level of significances of the Project environmental impacts or change the proposed mitigation measures.

FISCAL IMPACT

There is no impact to the General Fund as a result of this action.

RECOMMENDATION

Staff recommends the Board of Supervisors:

Adopt the Mitigated Negative Declaration including Errata, and adopt the Mitigation Monitoring Program prepared for the Dollar Creek Shared-Use Trail Project based on the following findings:

1. The Mitigated Negative Declaration for the Dollar Creek Shared-Use Trail Project has been prepared as required by law. With the incorporation of all mitigation measures, the project is not expected to cause any significant adverse impacts. Mitigation measures include, but are not limited to: the installation of BMPs for water quality impacts; preconstruction surveys for raptors; and visual screening. A complete list of mitigation measures is included in the Mitigated Negative Declaration and includes 32 specific measures.
2. There is no substantial evidence in the record as a whole that the project as mitigated may have a significant effect on the environment.

3. The Mitigated Negative Declaration as adopted for the project reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of its preparation.
4. The custodian of records for the project is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn CA, 95603.

Adopt a Resolution amending the North Tahoe Area General Plan as set forth in Attachment 3, adding Special Area 1 to Plan Area Statement 013 (Watson Creek) on Assessor's Parcel Number 092-010-035 (portion) and 092-010-023 and adding "Transportation Routes" as a conditionally allowed land use to a portion of the Plan Area Statement 013, Special Area 1, based upon the following findings:

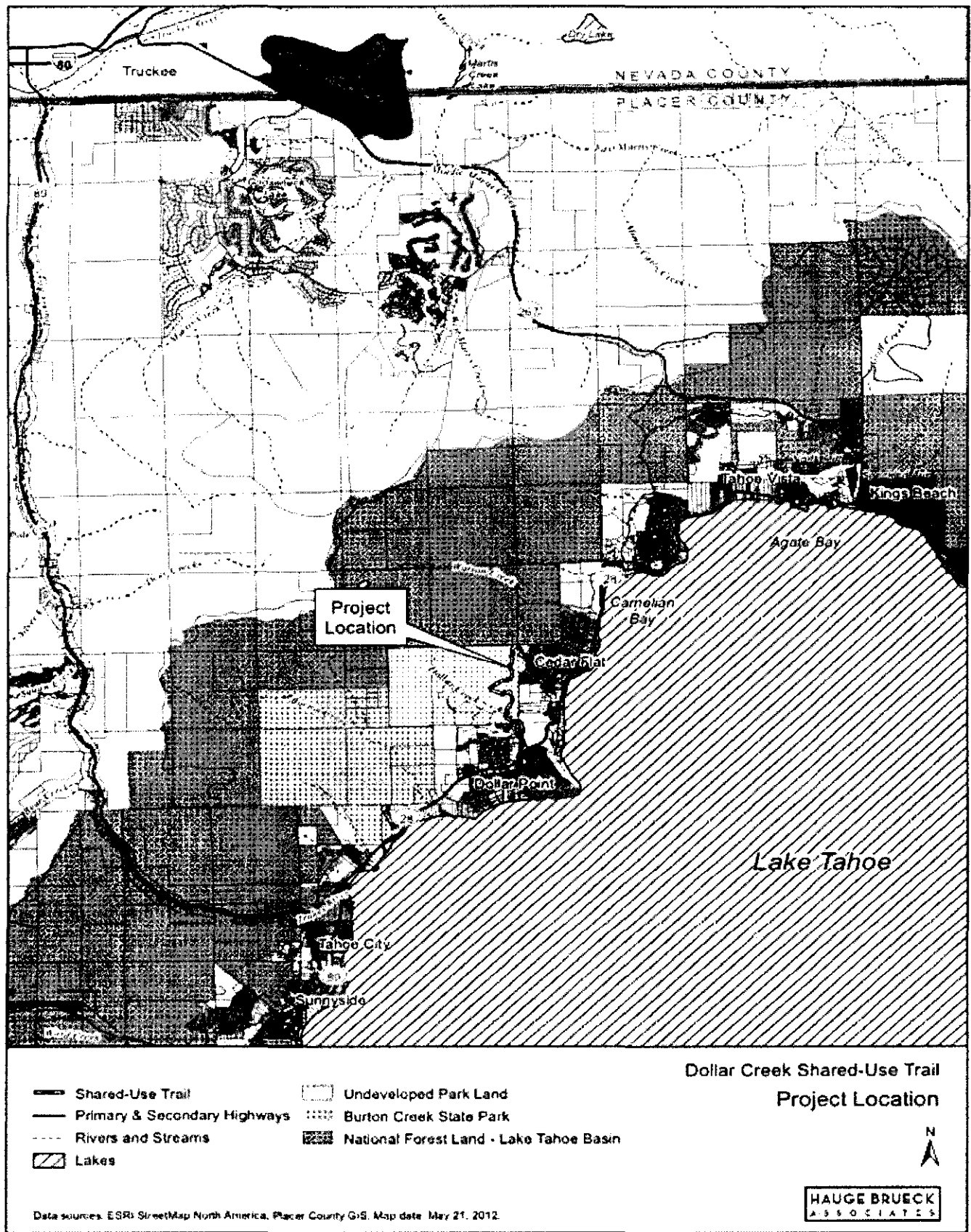
1. The amendments are consistent with applicable policies and requirements of the Placer County General Plan and are consistent with the land uses in the immediate area.
2. The proposed amendments would not represent spot zoning and would not be contrary to the orderly development of the area, as the proposed zoning of Plan Area Statement 013 (Watson Creek), Special Area 1 would allow the Multi-use trail project as a conditionally allowed use to be developed in one central location and tied into the existing Tahoe City multi-use trail improvements.

Attached to this report for the Board's information/consideration are:

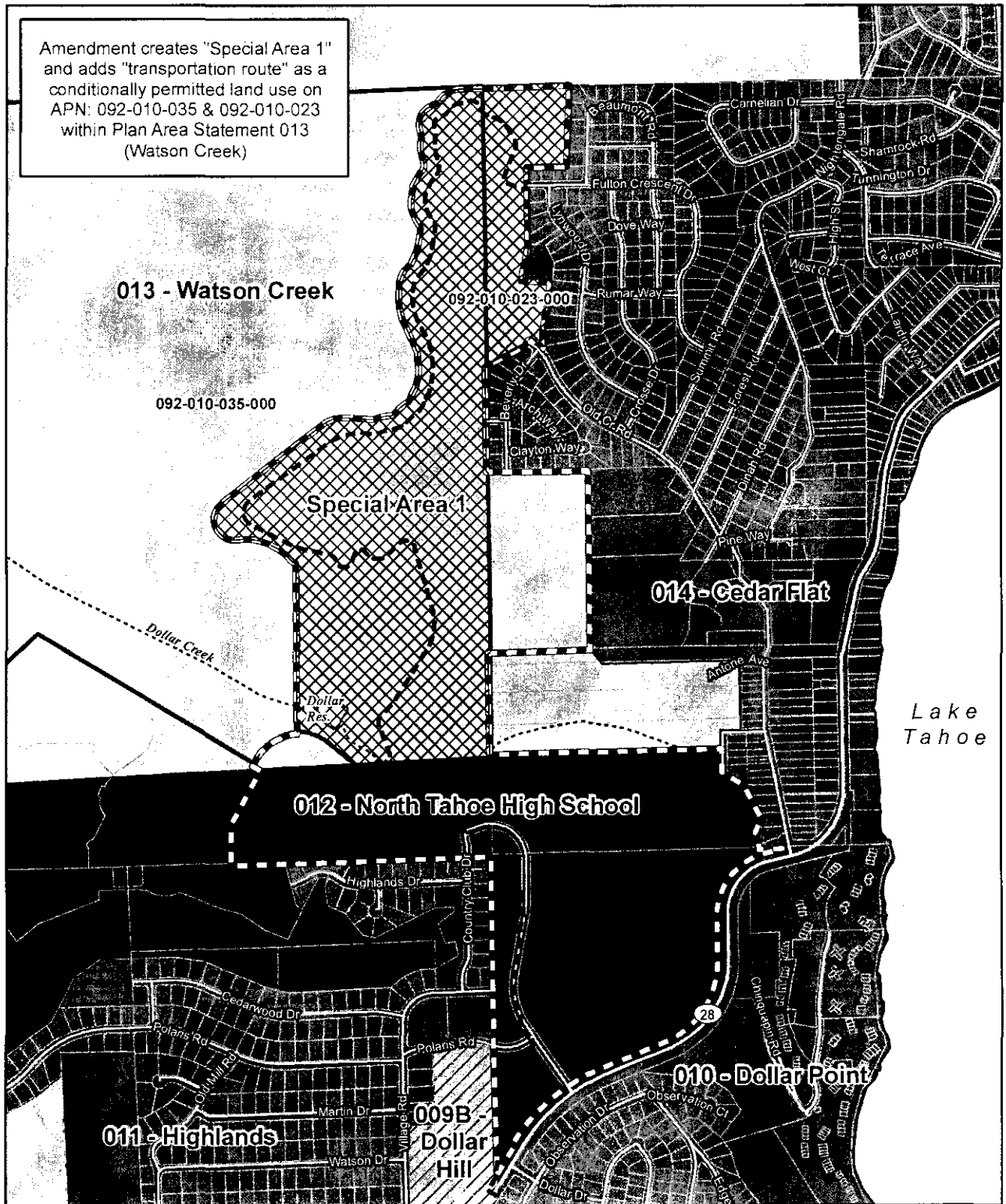
ATTACHMENTS:

Attachment 1:	Vicinity Map
Attachment 2:	Site Plan
Attachment 3:	Resolution
Attachment 4:	Conditions of Approval
Attachment 5:	Mitigated Negative Declaration/Errata to Mitigated Negative Declaration/Mitigation Monitoring Program
Attachment 6:	August 30, 2012 Planning Commission Staff Report

cc: David Boesch – County Executive Officer
Karin Schwab – County Counsel
Paul Thompson – Deputy Planning Director
Sarah Gilmore – Engineering and Surveying Department
Jill Kearney – Environmental Health
Andy Fisher – Parks Department
Angel Ringer – Air Pollution Control District
Rich Moorehead – Department of Public Works
Allen Breuch - Planning Services
Applicant – Placer County Department of Public Works, Attn: Peter Kraatz



Amendment creates "Special Area 1" and adds "transportation route" as a conditionally permitted land use on APN: 092-010-035 & 092-010-023 within Plan Area Statement 013 (Watson Creek)



- | | |
|---------------------------|------------------|
| Land Use | Special Area 1 |
| Conservation | Project Boundary |
| Residential | Shared-Use Trail |
| Recreation | |
| Commercial/Public Service | |

Dollar Creek Shared-Use Trail
Amendment to the
North Tahoe Area General Plan

0 500 1,000
Feet
1:12,000



Data sources: Tahoe Regional Planning Agency, USGS National Hydrography Dataset, Placer County GIS, Nichols Consulting Engineers (2-16-2012). Map date: August 22, 2012.

HAUGE BRUECK
ASSOCIATES

40

Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION AMENDING
THE NORTH TAHOE AREA GENERAL PLAN

Reso. No. _____

The following resolution was duly passed by the Board of Supervisors
of the County of Placer at a regular meeting held October 23, 2012,
by the following vote:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Attest:

Board of Supervisors

Ann Holman
Clerk of said Board

Jennifer Montgomery, Chair

WHEREAS, on August 30, 2012, the Placer County Planning Commission ("Planning Commission") held a public hearing to consider the Dollar Creek Shared-Use Trail Project ("Project"), including certain proposed amendments to the North Tahoe Area General Plan and the Planning Commission has made recommendations to the Board of Supervisors ("Board") related thereto, and

WHEREAS, on October 23, 2012, the Board held a public hearing to consider the recommendations of the Planning Commission and to receive public input regarding the proposed amendments to the North Tahoe Area General Plan, and

WHEREAS, the Board has reviewed the proposed amendments to the North Tahoe Area General Plan, considered the recommendations of the Planning Commission, received and considered the written and oral comments submitted by the public thereon, and has adopted Resolution No. _____ certifying the Mitigated Negative declaration for the Dollar Creek Shared-Use Trail Project, and

WHEREAS, the Board finds the proposed amendments will serve to protect and enhance the health, safety and general welfare of the residents of the North Tahoe Area General Plan Area and the County as a whole, and

WHEREAS, the Board further finds the proposed amendments are consistent with the provisions of the General Plan and other provisions of the North Tahoe General Plan Area and are in compliance with applicable requirements of State law, and

WHEREAS, notice of all hearings required has been given and all hearings have been held as required by County ordinance and State law, and

WHEREAS, the Board finds that the foregoing recitals setting forth the actions of the County are true and correct,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER that the North Tahoe Area General Plan shall be amended as follows:

A. Plan Area Statement Boundary Lines

Placer County Code, Chapter 17, Maps S9, S10, T9, and T10 showing Plan Area Statement (PAS) 013 (Watson Creek) shall be amended as follows: Create Special Area 1 on two properties Assessor's Parcel Number 092-010-035 (portion) and 092-010-023, within Plan Area Statement 013 (Watson Creek) as shown in Exhibit A, attached hereto/

B. Plan Area Statement Allowable Uses

Plan Area Statement 013 (Watson Creek) on page 13 and 14 shall be amended as shown on Exhibit B, attached hereto (deletions additions shown in bold-underlining).

EXHIBIT A

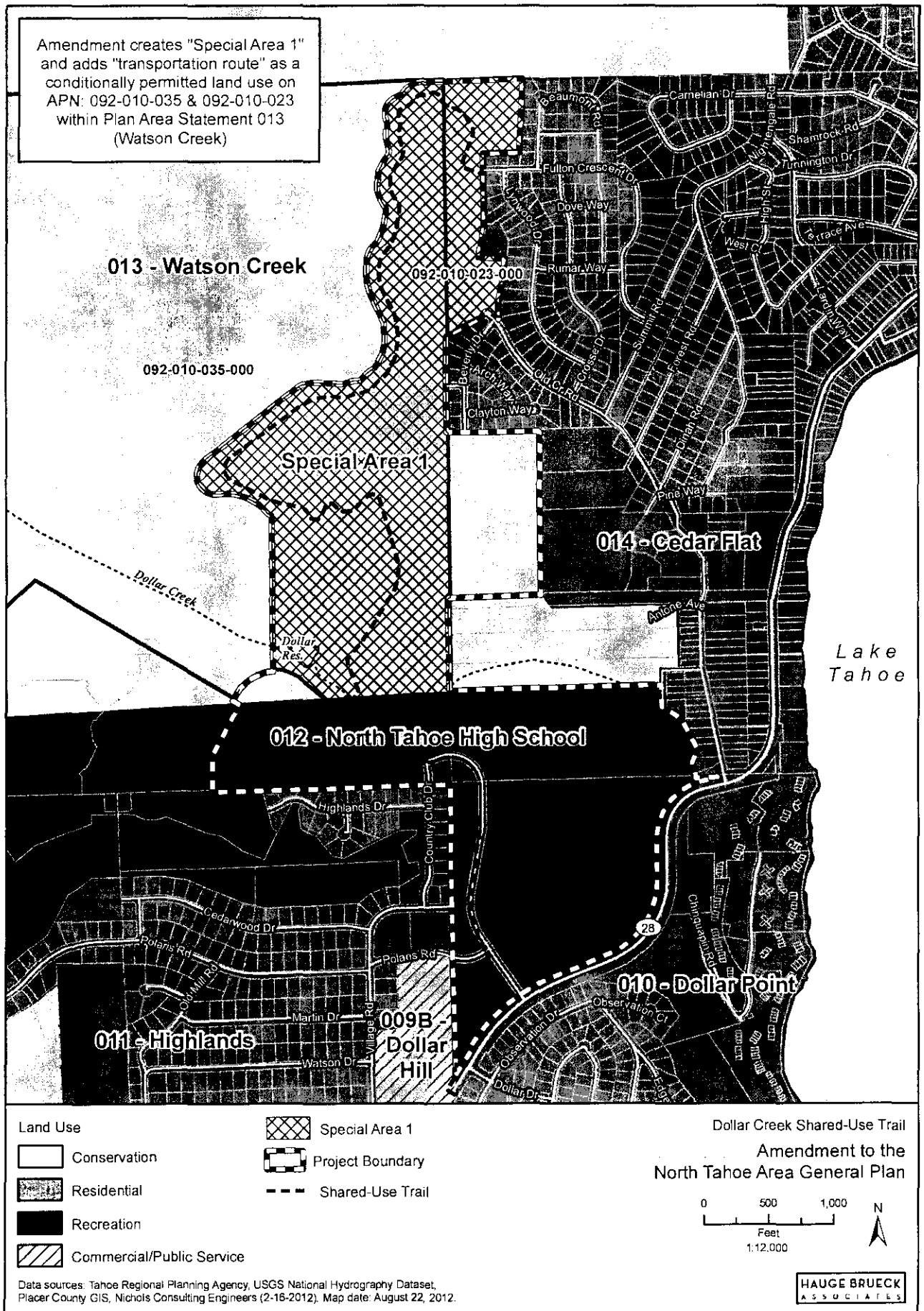


EXHIBIT B

013

WATSON CREEK

PLAN DESIGNATION:

Land Use Classification	CONSERVATION
Management Strategy	MITIGATION
Special Designation	NONE

DESCRIPTION:

Location: This is a large Plan Area that covers the backdrop country between Dollar Point and Flick Point and is located on Agency maps D-4, D-5, D-6, E-3, E-4 and the Martis Peak Quadrangle.

Existing Uses: The Plan Area is mostly undeveloped and in public ownership. Existing uses are mostly limited to dispersed-types of recreation and to timber management

Existing Environment: This area has a good mixture and distribution of plant communities, but mature fir trees still dominate the overall plant composition. Much of the area has good land capability.

PLANNING STATEMENT: This planning area should be managed with an emphasis on providing improved opportunities for dispersed recreation and timber harvest.

PLANNING CONSIDERATIONS:

1. There is an over abundance of unimproved roads.
2. There is good capability land for long range relocation of recreational development. However, the potential for developed recreational sites is constrained due to lack of the necessary infrastructure such as sewer, water, and improved roads.
3. The lack of significant natural features such as large streams or lakes limit the attractiveness of the area for campsite development.
4. The legal status of the North Rim Subdivision is uncertain.

SPECIAL POLICIES:

1. The development or relocation of recreational facilities should be limited to good capability lands within close proximity to urban services.
2. Some bank stabilization and fish passage barrier removal work should be performed on Watson Creek.

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHOREZONE AND LAKEZONE, the following primary uses may be permitted within all or a portion of the Plan Area. The list indicates if the use is allowed (A) or must be considered under the provisions for a special use (S). Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

General List: The following list of permissible uses is applicable throughout the Plan Area.

Residential	Summer homes (S).
Public Service	Transmission and receiving facilities (S) and pipelines and power transmission (S), and local public health and safety facilities (S).

Recreation

Day use areas (S), developed campgrounds (S), off-road vehicle courses (S), outdoor recreation concessions (S), riding and hiking trails (A), rural sports (S), group facilities (S), undeveloped campgrounds (S), and snowmobile courses (S).

Resource Management

Reforestation (A), regeneration harvest (A), sanitation salvage cut (A), selection cut (A), special cut (A), thinning (A), timber stand improvement (A), tree farms (S), early successional stage vegetation management (A), nonstructural fish habitat management (A), nonstructural wildlife habitat management (A), structural fish habitat management (A), structural wildlife habitat management (A), farm/ranch accessory structures (S), grazing (S), range pasture management (A), range improvement (A), fire detection and suppression (A), fuels treatment (A), insect and disease suppression (A), prescribed fire management (A), sensitive plant management (A), uncommon plant community management (A), erosion control (A), runoff control (A), and SEZ restoration (A).

Special Area #1: The following list of permissible uses is applicable in Special Area #1.

All the uses listed on the General List plus the following additions:

Public Service	Transportation routes (S)

MAXIMUM DENSITIES: Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan Area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations and general site development standards.

USE	MAXIMUM DENSITY
Residential	
Summer Homes	1 unit per parcel
Recreation	
Developed Campgrounds	8 sites per acre
Group Facilities	25 persons per acre

MAXIMUM COMMUNITY NOISE EQUIVALENT LEVEL: The maximum community noise equivalent level for this Plan Area is 50 CNEL.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Plan Area. Specific projects and their timing are addressed in the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES 0 PAOT WINTER DAY USE 0 PAOT OVERNIGHT USES 400 PAOT

OTHER: Seven miles of trail.

ENVIRONMENTAL IMPROVEMENT PROGRAMS: The capital improvement and other improvement programs required by the Regional Goals and Policies Plan and Environmental Improvement Plan (EIP) for this area shall be implemented. §

§ Amended 5/22/02



**RECOMMENDED CONDITIONS OF APPROVAL – AMENDMENT
TO THE NORTH TAHOE AREA GENERAL
PLAN/CONDITIONAL USE PERMIT "DOLLAR CREEK TRAIL"
(PGPA 20120233)**

THE FOLLOWING CONDITIONS SHALL BE SATISFIED BY THE APPLICANT, OR AN AUTHORIZED AGENT. THE SATISFACTORY COMPLETION OF THESE REQUIREMENTS SHALL BE DETERMINED BY THE DEVELOPMENT REVIEW COMMITTEE (DRC), COUNTY SURVEYOR, AND/OR THE PLANNING COMMISSION.

1. This Conditional Use Permit authorizes a 2.2 mile Class 1 shared-use non-motorized trail that will link to the existing Tahoe City trail. The approval of a Conditional Use Permit will establish a Class 1 shared-use trail to link to the existing Tahoe area north shore bicycle trail network from the existing Tahoe City to Dollar Point trail, which ends near the intersection of Dollar Drive and SR 28, to the end of Fulton Crescent Drive, through public lands commonly known as Dollar and Firestone properties, as shown on Attachment C Project Site Plan. The approval of the Conditional Use Permit also authorizes a trailhead parking facility from State Route 28 and Dollar Drive intersection that would accommodate up to twenty-four (24) vehicle parking spaces. (PD)

IMPROVEMENTS/IMPROVEMENT PLANS

2. **CUP** The Improvement Plans shall provide details of the construction of the proposed recreational facilities for the review and approval of the Development Review Committee and the County Parks Division of Facilities Services. All recreation facilities shall be designed to meet Americans with Disabilities Act (ADA) Federal Guidelines and, where appropriate, the Consumer Product Safety Commission Guidelines (COSC), and the requirements of the American Society for Testing and Materials (ASTM). Approval shall be evidenced by signature of a Parks Division representative on the Improvement Plans. (PD/DFS)

3. The Project Applicant shall prepare and submit Construction/Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the County for review and approval. The plans shall show all conditions for the Project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the Project, which may be affected by planned construction, shall be shown on the plans. Landscaping and irrigation facilities within the public right-of way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Construction/Improvement Plans. If the Design/Site Review process and/or DRC review is required as a condition of approval for the Project, said review process shall be completed prior

AUGUST, 2012 PC

to submittal of Construction/Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer and shall be submitted to the County prior to acceptance by the County of site improvements. Conceptual landscape plans submitted prior to Project approval may require modification during the Construction/Improvement Plan process to resolve issues of drainage and traffic safety. **(MM GEO-10)**

4. Proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Construction/Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Construction/Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). Cut/fill slopes shall be at a minimum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope but fill slopes shall not exceed 1.5:1 (horizontal: vertical) and the County concurs with said recommendation. The Project Applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with Project Construction/Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization before, during, and after Project construction. Soil stockpiling or borrow areas shall have proper erosion control measures applied for the duration of the construction activity as specified in the Construction/Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the County. If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the County for a determination of substantial conformance to the Project approvals prior to any further work proceeding. Failure of the County to make a determination of substantial conformance may serve as grounds for the revocation/modification of the Project approval by the appropriate hearing body. **(MM GEO-8)**

5. Stockpiling and/or vehicle staging areas shall be identified on the Construction/Improvement Plans and located as far as practical from existing dwellings and protected resources in the area. **(MM GEO-9)**

6. In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage ways, unless otherwise approved as a part of this project. All work shall conform to the provisions of the County Flood Damage Prevention Regulations (Section 15.52, Placer County Code). The location of the 100-year flood plain shall be shown on the Improvement Plans.

AUGUST, 2012 PC

PAGE 2 OF 20

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7. The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

- a) Road, pavement, and parking area design;
- b) Structural foundations, including retaining wall design (if applicable);
- c) Grading practices;
- d) Erosion/winterization;
- e) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- f) Slope stability

Once approved by the County, two copies of the final report shall be provided to the County and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. **(MM GEO-1)**

8. The Project shall implement facility features and design appropriate to local seismic coefficients (e.g., 0.3g) to minimize the damage potential from ground shaking hazards on facility features such as a bridge, drainage features, and trail surfaces. Site-specific geotechnical investigations at locations such as the Dollar Creek crossing and retaining wall locations shall provide necessary engineering details, including appropriate site preparation, excavation of unstable materials, structural fill, compacted fill, subsurface drainage, and subgrade and aggregate base for asphalt concrete trail surfaces. **(MM GEO-2)**

9. The TRPA Erosion and Sediment Control Plan (ESCP) shall be prepared to identify the type and placement of temporary construction BMPs and shall be complimentary to the SWPPP required for NPDES permitting. Project construction documents shall demonstrate compliance with TRPA revised Code Chapter 60, Section 60.4. **(MM GEO-3)**

10. The County shall electronically file a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with Lahontan through the SMARTs system prior to any soil-disturbing activities to obtain coverage under Board Order R6T-2011-0019. **(MM GEO-4)**

11. The Project shall comply with Lahontan Board Order R6T-2011-0019, entitled General Waste Discharge Requirements and National Pollutant Discharge Elimination System for Discharges of Storm Water *Discharges Associated with Construction Activity in the Lake Tahoe Hydrologic Unit, Counties of Alpine, El Dorado and Placer* (Permit No. CAG616002). The permit applies to construction sites and activities resulting in the disturbance of one or more acres of soil disturbance in the Lake Tahoe Hydrologic Unit. Construction activities include clearing, grading, demolition, excavation, construction or new structures and reconstruction. Most detail associated with SWPPP consideration shall be developed during preparation of the AUGUST, 2012 PC

final construction plans and address features such as construction techniques and staging. The project description shall incorporate general features related to SWPPP requirements as follows (MM GEO-5)

- a) Prevent discharge into surface water, including into SEZ and wetlands, during project construction. Critical areas of concern include construction near Dollar Creek and the SEZ and wetland areas.
- b) To prevent discharge from soil or construction activities, construction plan proposals shall implement the following provisions:
 - 1. Construction scheduling shall respect site conditions and occur during the driest conditions possible.
 - 2. Construction activity including grading and equipment and materials movement shall be conducted within designated work areas near the trail surface, identified with construction fencing or other approved means.
 - 3. Site preparation for the construction zone includes tree and other vegetation removal. Brush, slash, timber, and removed stumps not used for restoration will be chipped for mulch or otherwise disposed of in accordance with local restrictions and regulatory requirements.
 - 4. Vegetation protection for existing trees and other vegetation.
 - 5. For SEZs, construction activities shall avoid existing vegetation removal to the maximum extent possible, including in areas of necessary equipment movement. Where necessary, construction proposals could also use linked landing plates, geotextile fabric topped with sand, or an alternative with equal or lesser impacts to protect work zone soils near the trail.
 - 6. Engineering and construction control details for the new bridge at Dollar Creek shall result from further geotechnical evaluation. Current project planning assumes new bridge supports can be piling or pier design; however use of concrete footings may be necessary. If so, dewatering for footings construction at Dollar Creek is possible. In that event, construction scheduling shall direct footings excavation to the driest conditions possible. Excavation sites will be protected with sand bags, water berms, siltation fences, or other approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used to irrigate planted vegetation, sprayed on uplands to allow infiltration at the project site, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of the permit prior to discharge within the project area.
 - 7. Include location requirements for staging areas outside of SEZ and floodplains. Materials storage and stockpiles shall be protected from erosion with temporary siltation fences, straw wattles, or other approved

AUGUST, 2012 PC

methodologies. As potential staging areas sit within or adjacent to residential development, careful consideration of dust control provisions, including prevention of track-out, shall be necessary (mitigation measure AQ-1. Conform to District Rule 228 – Fugitive Dust Control Plan, provides more detail). Construction specifications shall employ exposed soil watering, stockpile protection, street sweeping and/or other techniques to control dust. Access to staging and site construction shall be protected with clean gravel or other approved material to reduce track-out.

8. If construction conditions warrant equipment washing to prevent soil transport off site, the areas shall be identified in the SWPPP and located outside of sensitive areas and away from stream channels.
 9. Project construction involves the short-term use of hazardous materials necessary for operation and maintenance of construction equipment, (e.g., diesel fuel and hydraulic fluid). Hazardous materials shall be stored at the staging areas identified and prevented from contaminating the site from natural conditions or vandalism. Fueling and necessary maintenance of construction equipment shall occur outside of SEZ, wetland or floodplain areas and be managed to avoid site contamination. A spill response plan shall include provisions for worker training, spill containment, agency notice, and a remediation process.
 10. If construction for any given segment extends beyond a single construction season, the project area shall be stabilized to meet permit requirements for withstanding the 20-year, 1-hour storm.
 11. A QSP that is on-site during construction activities shall provide professional expertise and expedited response to correct issues that could arise during construction and shall assure compliance with permitting conditions and fulfillment of Project commitments.
- c) Prevent discharge into surface water throughout the life of the project. Key facility features to address these requirements shall include installation of permanent BMPs and water quality protection controls, revegetation and restoration of disturbed soil, and minimization of foot trail width where necessary. The Project proposal includes an Operations, Management and Maintenance Strategy (OMMS), which outlines anticipated maintenance schedules for postconstruction and permanent BMPs.
- d) Properly site staging and stockpiling areas shall reduce potential impact to surface water quality by locating these areas on higher capability lands, maximizing distance to streams and conveyance systems.
- e) Develop appropriate procedures to follow in the event that contaminated soil or groundwater is encountered during construction activities. The NTFPD shall review the document for approval for implementation.

AUGUST, 2012 PC

12. Construction-related Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the County). Construction (temporary) BMPs for the Project could include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas. The Discharger/Project Applicant shall minimize or prevent pollutants in stormwater discharges and nonauthorized non-stormwater discharges through the use of controls, structures and management practices that achieve Best Available Technology for toxic and non-conventional pollutants and Best Conventional Pollutant Control Technology (BCT) for conventional pollutants. Stormwater controls and control locations shall be installed per the SWPPP for the active project area. Construction BMPs shall be installed per Section V111. Best Management Practices (BMPs) of Board Order R6T-2011-0019 for site management, sediment and erosion/stabilization controls, and construction site dewatering or diversions. **(MM GEO-6)**

13. Soil-disturbing activities shall be conducted between May 1 and October 15. **(MM GEO-7)**

14. Some soil map units within the project area may be moderately corrosive to steel. Project facilities and structures constructed in areas of corrosive soils utilize corrosive resistant materials and employ facility features and construction controls to protect buried structures. **(MM GEO-11)**

15. Water quality Best Management Practices (BMPs) shall be designed according to the CASQA Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Placer County). The Project shall incorporate provisions related to drainage conveyances, water quality treatment, cut/fill slopes, and revegetation. The Project shall infiltrate storm runoff from trail surfaces in adjacent clear zone areas. Where the trail lies in close proximity to existing roadways, capture and conveyance to infiltration areas may be necessary and shall be defined during final engineering design. The Project shall conform to requirements for permanent BMPs as outlined in TRPA revised Code Chapter 60 (Section 60.4), Lahontan's Basin Plan Chapter 5 and WDRs and Placer County Codes and Ordinances. **(MM HYDRO-1)**

16. The Project Applicant shall prepare and implement an Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs. This plan shall comply with TRPA revised Code Chapter 60 and Lahontan's updated WDRs. TRPA, Lahontan, and Placer County shall review the plan prior to issuance of final Project AUGUST, 2012 PC

approval. Post-project monitoring shall include post-project BMP effectiveness monitoring and stormwater monitoring. **(MM HYDRO-2)**

17. Post-construction stormwater management shall be implemented in accordance with permit R6T-2011-0019 requirements for Lahontan Notice of Termination (NOT) conformance. **(MM HYDRO -3)**

18. If groundwater interception is expected to occur, as based on final construction plans, excavation sites shall be protected with sand bags, water berms, siltation fences, or other Lahontan-approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used to irrigate planted vegetation, sprayed on uplands to allow infiltration within the project area, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of Board Order No. R6T-2011-0019 prior to discharge to Dollar Creek. **(MM HYDRO-4)**

19. Prior to construction, the contractor shall provide a construction schedule for use by public service agencies. This schedule shall outline the location of the construction, types of activities to occur, and the location of anticipated traffic delays or hazards. It shall identify a point of contact within the construction team to inform law enforcement and fire protection personnel of emergency actions and traffic control measures within or near the active construction corridor and communicate in advance changes to these measures or their location. **(MM PS-1)**

20. The project proponent shall prepare or shall require the construction contractor to prepare a traffic control plan for review and approval by the Placer County Department of Public Works prior to any construction in County public road right-of-way. The traffic control plan shall be submitted to the Placer County Department of Public Works no less than 45 days prior to construction in the County public road right-of-way. The traffic control plan shall be prepared in accordance with professional traffic engineering standards and in compliance with the requirements of Placer County's encroachment permit requirements. The traffic control plan shall require that at least one lane will remain open during construction and that there will be no road closure.

TRPA and County permit conditions require a traffic control strategy to reduce construction-related effects on roadways and circulation patterns within the construction corridor. The traffic control plan shall address: **(MM TRANS-1)**

- a) Coordination with affected jurisdictions regarding construction hours and lane closures;
- b) Emergency service consultation and implementation of an emergency access plan;
- c) Implementation of TRPA guidelines for construction-related road closures;

AUGUST, 2012 PC

- d) Lane closure and truck hauling limits during peak commute hours to the extent possible;
- e) Provision of alternate bicycle and pedestrian routes where necessary;
- f) Provision of temporary parking;
- g) Location of truck haul routes;
- h) Traffic control devices;
- i) Construction signage and lane closure notification in the vicinity of the construction corridor;
- j) Monitoring of in-place traffic control methods and devices;
- k) Driveway access maintenance; and
- l) Onsite circulation and staging areas.

21. All on site parking and circulation areas shall be improved with a minimum asphaltic concrete or Portland cement surface capable of supporting anticipated vehicle loadings, or as otherwise approved by the County. It is recommended that the pavement structural section be designed in accordance with recommendations of a soils/pavement analysis and should not be less than 2" AC over 4" Class 2 AB, or the equivalent.

22. Prior to Construction/Improvement Plan approval, an Encroachment Permit shall be obtained from the County and/or Caltrans for any work within public road rights-of-way.

PUBLIC SERVICES

23. The County and Project contractor shall coordinate with law enforcement and fire protection agencies, utility companies, and businesses and residents within the construction corridor prior to and during construction activities. This coordination shall inform affected parties of the construction schedule and allows development of actions to best maintain access and service in the active project area. Coordination with utility companies shall follow accepted practice. During final plan preparation, utilities shall be located on the civil plan sheets and confirmed to identify the depth to conduit, pipeline, or other facility and to avoid significant grade changes for maintenance of minimum coverage depths for safety and compliance. If necessary, the Project shall relocate utility infrastructure including underground or aboveground connections. Prior to construction, the contractor shall contact Underground Service Alert (USA) to ensure buried lines are properly located and marked and provide utility companies with an accurate schedule noting when construction occurs in the vicinity of their facilities.
(MM UTIL-2)

GENERAL DEDICATIONS/EASEMENTS

24. On the Improvement/Construction Plans, provide the following easements/dedications to the satisfaction of the County and the Development Review Committee (DRC).
- a) A 20-foot wide Multi-Purpose Trail Easement (MPTE) over the shared use trail.
 - b) A Highway Easement over the public parking areas.

VEGETATION & OTHER SENSITIVE NATURAL AREAS

25. CUP Tree Protection and Avoidance Measures

Tree Survey and Evaluation: Prior to completion of final construction drawings, the County shall complete a detailed tree survey identifying the precise number, size and species of trees to be removed for construction of facility features. Evaluation of nearby trees will determine if they pose a hazard to high traffic areas, or risk to structures, are disease ridden, contribute to the expansion of disease or result in increased fire danger. Final project plans shall demonstrate compliance with TRPA revised Code Chapter 61 for tree removal provisions.

Avoidance: If required by TRPA at the time final project plans are prepared for permit acknowledgment, trees identified within the existing trail alignment 30-inches diameter at breast height (dbh) or larger shall be retained and avoided. If necessary, the trail alignment shall be modified or re-routed in order to prevent any damage to trees larger than 30-inches dbh. The Project design avoids tree removal when reasonable alternative routing opportunities exist. Where site conditions allow, the trail winds through the trees, retaining the character of a forest trail. On these sites, the trail alignment passes within the drip-line of mature trees, reducing threats to long-term tree survival by encroaching on one side only and setting trail surface grades to reduce excavation or fill.

Tree Protection Measures: Final construction drawings shall identify trees requiring protection during construction. Trees are to be fenced at the drip-line in accordance with TRPA revised Code Subsection 33.6.10. If the Project must be located within the drip-line of a tree, two by four (2x4) lumber secured with banding around the trunk of the tree shall protect the tree bole from construction equipment damage. Alternative protections (e.g., use of construction exclusion fencing) may be identified for areas of dense tree stands. No material storage or equipment parking shall occur within the drip-lines of retained trees. Maintenance of tree protection measures shall occur throughout the construction period to maintain the originally installed condition. A qualified professional (i.e. certified Arborist or equivalent) shall perform the cutting or pruning of tree roots for those trees to be retained. To minimize root damage, actions of root pruning shall be hand dug. Hand pruning of roots shall utilize clean and sharp tools and

AUGUST, 2012 PC

saws. Roots shall be cleanly cut to prevent disease introduction. Exposed roots shall be covered to prevent drying. The Tree Protection Plan shall include monitoring of the trees slated for retention for a period of three years. Mortality of any of the retained trees shall require the replacement of trees lost utilizing the same species and relative location. (PD MM SR-1)

26. **CUP** Visual Screening Boulders or log fencing, as discussed in Section 2.6.2.9 of the environmental document shall be utilized in the vicinity of the SR 28 crossing and trailhead access roadway intersection. Existing boulders along SR 28 that inhibit construction shall be retained and replaced onsite between the trail and SR 28 following construction to provide both a physical and visual barrier. In addition, vegetative screening in the form of replacement trees and native shrubs shall be located in the vicinity of the trail and optional trailhead parking access road at SR 28. Vegetation shall be located along both the trail and parking access road, particularly in the area between the two routes, north of the existing bus shelter and shall separate the trail and parking access road from SR 28. Installation of vegetative screening shall occur following trail construction, as part of the Restoration and Revegetation Plans (RRPs) outlined in Appendix E of the Mitigated Negative Declaration (PD MM SR-2).

27. **CUP** Pre-Construction Surveys for Wildlife Species

A. Northern goshawk. TRPA revised Code Section 62.4 requires the determination of 0.5-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for northern goshawk shall be conducted in the spring prior to commencement of construction activities in accordance with applicable protocol (USFS August 2000).

A qualified biologist, as determined by TRPA or California Department of Fish and Game (CDFG), shall follow applicable protocol to conduct pre-construction surveys within suitable nesting habitat for northern goshawk within 0.5 miles of the project area. If nests are encountered, the biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by the qualified biologist during active construction. If the biologist determines that construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA or CDFG.

B. Yellow warbler. As required by the Migratory Bird Treaty Act (MBTA), pre-construction surveys for tree-nesting raptors and migratory songbirds shall be conducted within 30 days prior to construction activities that occur between March 15 and August 31 nesting period.

A qualified biologist, as determined by CDFG, shall conduct pre-construction surveys within suitable nesting habitat for tree nesting raptors and migratory songbirds within 250 feet of the project area. If nests are encountered, the qualified biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

C. Osprey. TRPA revised Code Section 62.4 requires the determination of 0.25-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for osprey shall be conducted no more than two weeks prior to commencement of construction activities in accordance with applicable protocol.

A qualified biologist, as determined by TRPA, shall conduct pre-construction surveys within suitable nesting habitat for osprey within 0.25 miles of the project area. If nests are encountered, TRPA shall be notified and appropriate actions taken to avoid and minimize significant effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the active nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA.

D. California spotted owl. As required by CDFG, pre-construction surveys for California spotted owl shall be conducted in the spring (i.e., March, April and May) prior to commencement of construction activities.

A qualified biologist, as determined by CDFG, shall follow applicable protocol (USFS February 1993) and conduct pre-construction surveys within suitable nesting habitat for California spotted owl within 0.5 miles of the project area. Should California spotted owls be discovered nesting within 0.5 miles of the project area, CDFG shall be notified and appropriate actions taken to avoid and minimize significant effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. CDFG shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

E. American marten. TRPA revised Code Section 62.3 requires protection of American marten den sites.

A qualified biologist, as determined by TRPA, shall follow applicable protocol (PSW GTR157, USFS 1995) and conduct a pre-construction survey for American marten den sites within 100 feet from the shared-use trail corridor.

Should a den be discovered, TRPA and CDFG shall be notified and appropriate actions taken to avoid impacts to the den site and individuals, which may include creation of a buffer zone to protect the den from construction activities. The den(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the den, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities in the den vicinity based on CDFG direction. **(PD MM BIO-1)**

28. **CUP** Dollar Creek Wetland Delineation and Avoidance of Impacts

The area included in the wetland delineation shall be expanded downstream to the area surrounding the proposed location of the Dollar Creek bridge span, as the current delineation did not include the area below or immediately downstream of the proposed bridge span location. The existing delineated area shall be expanded to from its current extent downstream
AUGUST, 2012 PC

and to the west to a sufficient location to include all potential impacts to the wetland habitat and Dollar Creek. Upon completion of the preliminary delineation and subsequent acceptance of the wetland area by the US Army Corps of Engineers, the bridge span/design or location shall be modified, if necessary to avoid impacts to the delineated wetland and SEZ areas. **(PD MM BIO-2).**

29. **CUP Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program**

As required by the MBTA (50 CFR Part 10), the Program shall include surveys, consultation, and protective actions to identify any active raptor or migratory bird nest sites and wildlife nursery sites within the shared-use trail construction corridor. If construction activities will occur during the nesting/breeding season (i.e., March through August), a qualified biologist, as determined by TRPA, CDFG or USFWS, shall perform pre-construction surveys during the nesting/breeding season prior to commencement of active construction (e.g., excavation, grading and tree removal) to determine whether raptors or migratory birds are occupying trees or whether any wildlife den/nursery sites are within the shared-use trail construction corridor.

The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if actions have a negative impact on nesting raptors or migratory birds or their young. If construction must be stopped, the biological monitor shall consult with TRPA and CDFG or USFWS, as applicable, within 24 hours to determine appropriate actions to avoid and reduce significant effects to identified nursery sites, raptors or migratory bird nests. **(PD MM BIO-3).**

30. **CUP Noxious Weed Eradication and Control Program**

The shared-use trail Operator shall develop and implement a Noxious Weed Eradication and Control Program to protect suitable sensitive plant habitat and to protect future populations of sensitive plants from invasive terrestrial and aquatic noxious weeds. The program shall identify a qualified professional, as approved by TRPA and/or Placer County, to act as a coordinator for the Project. The program shall include abatement and prevention measures to decrease and eradicate known populations of noxious weeds, as follows:

- Known populations of terrestrial and aquatic noxious weeds shall be identified and a plan shall be implemented to control and eradicate weed populations and restore native plant cover.
- Equipment used in the project area must be sanitized and free of non-native invasive species before moving into the project area to ensure that the equipment is free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of non-native invasive species. Vehicles, especially large, off-road and/or earthmoving vehicles shall be cleaned when they come into the Lake Tahoe Basin or come from a Basin area known

to contain non-native invasive species. Equipment shall be considered clean when visual inspection finds no soil, seeds, plant material, or other such debris.

- Gravel, fill, or other materials shall be “weed-free.” Use onsite sand, gravel, rock, or organic matter when possible. Otherwise, obtain “weed-free” materials from gravel pits and fill sources that have been surveyed and approved by the California Division of Food and Agriculture or Nevada Department of Agriculture or by the qualified professional.
- Use “weed-free” mulches, and seed sources. Salvage topsoil from project area for use in onsite revegetation, unless contaminated with non-native invasive species. Soil or materials from areas contaminated by cheat grass shall not be used.
- Upon completion of Project construction, the qualified professional shall be notified. The shared-use trail corridor shall be monitored for the first three (3) years of Project operations to ensure additional non-native invasive species do not become established, that native species are established on re-seeded or restored habitats, and that known non-native invasive species do not spread. **(PD MM BIO-4).**

31. CUP Avoid Sensitive Plants or Prepare Sensitive Plant Protection Program

If pre-construction surveys identify sensitive plant species, the County shall develop a Sensitive Plant Protection Program to mitigate impacts to CNPS and TRPA Special Status Plant Species. Program features shall include:

Avoidance. Impacts to rare plant populations identified from the rare plant surveys shall be avoided where feasible by reconfiguring Project design and fencing rare plant populations to prevent encroachment.

Identify, Select, and Restore or Purchase Mitigation Sites. If avoidance is not feasible, the County together with input from the TRPA when applicable shall identify opportunities for mitigation of sensitive plants impacts from Project construction and operation. Mitigation is not limited to but may include a single, or combination of the following items: restoration of degraded sensitive plant habitat owned by the Project Applicant, purchase of mitigation sites, negotiation of conservation easements, or habitat restoration in off-site, degraded rare plant populations to compensate for unavoidable impacts.

Prepare a Special Status Plant Species Mitigation & Monitoring Plan. If avoidance is not feasible, the County shall produce a mitigation and monitoring plan to follow the CNPS and CDFG guidelines to comply with Chapter 10 of CDFG Native Plant Protection Policy and TRPA revised Code Subsection 61.3.6.C. **(PD MM BIO-5).**

CULTURAL RESOURCES

32. CUP Cultural Resource Monitoring Program

A qualified archaeological monitor shall be present during initial ground disturbing activities to identify previously unknown significant or potentially significant historical and archaeological resources that may be eligible for inclusion in the NRHP, the CRHR, or eligible for designation as a TRPA historical resource, and to identify any unanticipated or inadvertent impacts to known historical or archaeological resources. A Qualified archaeological monitor shall be on-site during active construction and shall inspect ground disturbing activities for the presence of cultural resources. The responsibilities of the archaeological monitor shall include: inspecting, documenting, and describing cultural material identified during monitoring; communicating with construction personnel; and notifying agencies (e.g., the SHPO, and TRPA) if previously unidentified historical or archaeological resources are encountered that may be eligible for inclusion in the NRHP, the CRHR or eligible for designation as a TRPA historical resource. Archaeological monitors shall have the authority to halt construction activities that have the potential to disturb significant historical or archaeological resources until appropriate measures can be implemented.

Ground disturbing activities in the vicinity of the resource shall cease if the archaeological monitor determines that continuation of activity shall affect a significant historical or archaeological property, or if human remains are identified. If the archaeological monitor identifies cultural material but is unable to determine whether the resumption of the construction activity will affect historical or archaeological resources that may be eligible for listing, the monitor shall contact the appropriate agency official. Subsequent notification and consultation shall follow regulations pertaining to the evaluation of significance, assessment of effects, and consultation with the SHPO and the ACHP, as appropriate (36 CFR, part 800.4 through 800.9).

There is a possibility of encountering human remains during ground disturbing construction activities (Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave). If human graves are encountered, work shall halt in the vicinity and the Placer County Coroner shall be notified. At the same time, an archaeologist shall be contacted to evaluate the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 48 hours of this identification. **(PD MM CUL-1).**

FEES

33. **CUP** Pursuant to Section 21089 (b) of the California Public Resources Code and Section 711.4 et. seq. of the Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified fees are paid. The established fees required is \$2,151.50 for projects with Negative Declarations (Note: the fees include a \$50 County Recorder's fee). Without the appropriate fee, the Notice of Determination is not operative, vested or final and shall not be accepted by the County Clerk. **NOTE: The above fee shall be submitted to the Planning Services Division within five (5) working days after the appeal period has expired (final project approval). NOTE: Projects heard by the Board of Supervisors are not subject to an appeal period (checks made payable to Placer County). (PD)**

34. **CUP** Public Agency Right-Of-Way Exemption with Calfire

The Project Applicant shall file a Public Agency Right-of-Way exemption with Calfire to comply with requirements for conversion of Timberland for installation of public service projects. Tree removal shall occur along the trail corridor and be completed within one year of filing by a Registered Professional Forester and a Licensed Timber Operator. **(PD MM AGR-1)**

35. **CUP** Fire Suppression and Management Provisions

The County shall develop fire suppression and management provisions as it completes final plans and construction specifications. These provisions shall include fire precaution, pre-suppression and suppression measures, a flow chart of actions during a fire event, and identification of points of contact and responsible personnel. Construction sites and major equipment shall be outfitted with fire protection devices and spark arrestors as appropriate. A copy of the requirements shall be maintained at the construction site and submitted to the NTPFD. **(PD MM HAZ-1)**

36. **CUP** Law Enforcement and Fire Protection

Prior to construction, the contractor shall provide a construction schedule for use by public service agencies. This schedule shall outline the location of the construction, types of activities to occur, and the location of anticipated traffic delays or hazards. It shall identify a point of contact within the construction team to inform law enforcement and fire protection personnel of emergency actions and traffic control measures within or near the active construction corridor and communicate in advance changes to these measures or their location. **(PD MM PS-1).**

NOISE

37. **CUP** Time of Day Construction Restrictions and Equipment Muffling

Temporary noise emanating from construction activities shall only occur between the hours of 8:00 am and 6:30 pm per TRPA Code, unless other hours are approved by TRPA. Construction activities before or after the time restriction may occur, but must be consistent with CNEL

AUGUST, 2012 PC

limits imposed for the applicable TRPA PAS. Construction equipment shall be fitted with the factory installed muffling devices and shall be maintained in good working order. Shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment shall be required. The County shall advise potentially affected residents of the proposed construction activities including duration, schedule of activities, and contacts for filing noise complaints. The County or its contractor shall attempt to respond to all noise complaints within one working day and resolve the issue as soon as possible. **(PD MM NOI-1).**

ENVIRONMENTAL HEALTH

38. If at any time during the course of executing the proposed project, evidence of soil and/or groundwater contamination with hazardous material is encountered; the applicant shall immediately stop the project and contact Environmental Health Services Hazardous Materials Section. The project shall remain stopped until there is resolution of the contamination problem to the satisfaction of Environmental Health Services and to the Lahontan Regional Water Quality Control Board. A note to this effect shall be added to the Improvement Plans where applicable. **(EHS)**

39. The discharge of fuels, oils, or other petroleum products, chemicals, detergents, cleaners, or similar chemicals to the surface of the ground or to drainage ways on or adjacent to, the site is prohibited. **(EHS)**

40. If Best Management Practices are required by the DPW for control of urban runoff pollutants, then any hazardous materials collected shall be disposed of in accordance with all applicable hazardous materials laws and regulations. **(EHS)**

AIR QUALITY

41. The Project Applicant shall implement standard dust mitigation and controls required by Placer County Air Pollution Control District (PCAPCD) Rule 228 – Fugitive Dust. Rule 228 applies to the entire County and addresses fugitive dust generated by construction and grading activities and by other land use practices including recreational uses. Examples of dust sources that are subject to Rule 228 are excavating and trenching, drilling, boring, earthmoving and grading operations, pavement cutting operations, brush clearing, travel on unpaved roads within construction sites and wind-blown dust from unprotected grading areas and stockpiles. Rule 228 prohibits visible dust crossing project area boundaries, generation of high levels of visible dust (i.e., dust sufficient to obscure vision by 40%) and places controls on the track-out of dirt and mud on public roads. The rule also established minimum dust mitigation and control requirements that must be used for all construction and grading activities. **(MM AQ-1)**

AUGUST, 2012 PC

42. On project sites greater than one acre, a dust control plan (DCP) shall be submitted to and approved by the District prior to construction that identifies fugitive dust control strategies and construction BMPs to avoid track-out, protect existing vegetation and properly maintain stockpiles. The dust control plan instructions shall contain a DCP Application form. Completion of this application and subsequent approval by the District shall satisfy requirements to have a dust control plan. Failure to implement the plan is subject to enforcement through the Conditions of Approval, and by the District through Rule 228. (MM AQ-1)

43. Include the following standard notes on the Grading Plan or Improvement Plans (MM AQ-2):

- A. Site watering shall occur, avoiding spraying beyond the project area in those locations with narrow right-of-way (e.g. where residences or other structures lie close to the project area). Additionally, equipment washing shall occur on high capability land with the discharge contained to avoid runoff.
- B. Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits shall cease operations immediately.
- C. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
- D. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
- E. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the lead agency).
- F. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- G. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- H. During construction, no open burning of removed vegetation shall be allowed unless permitted with PCAPCD. All removed vegetative material shall be either

chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.

- I. Processes that discharge two (2) pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Developers/contractors shall contact the PCAPCD prior to construction or use of equipment and obtain any necessary permits.
- J. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- K. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for diesel-powered equipment.

44. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD. If the PCAPCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the PCAPCD, to the local jurisdiction (city or county) that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving PCAPCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit. **(MM AQ-2)**

45. Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the Project representative shall provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman. **(MM AQ-2)**

46. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the PCAPCD for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission

diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. (MM AQ-2)

MISCELLANEOUS CONDITIONS

47. **CUP** The applicant shall defend, indemnify, and hold harmless the County of Placer, the County Board of Supervisors, and its officers, agents, and employees, from any and all actions, lawsuits, claims, damages, or costs, including attorneys fees awarded in any proceeding brought in any State or Federal court, challenging the County's approval of that certain Project know as the Dollar Creek multi-use Trail. The applicant shall, upon written request of the County pay, or at the County's option reimburse the County for, all **reasonable** costs for defense of any such action and preparation of an administrative record, including the County staff time, costs of transcription and duplication. The County shall retain the right to elect to appear in and defend any such action on its own behalf regardless of any tender under this provision. This indemnification obligation is intended to include, but not be limited to, actions brought by third parties to invalidate any determination made by the County under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) for the Project or any decisions made by the county relating to the approval of the Project. Upon written request of the County, the applicant shall execute an agreement in a form approved by County Counsel incorporating the provisions of this condition. (PD)

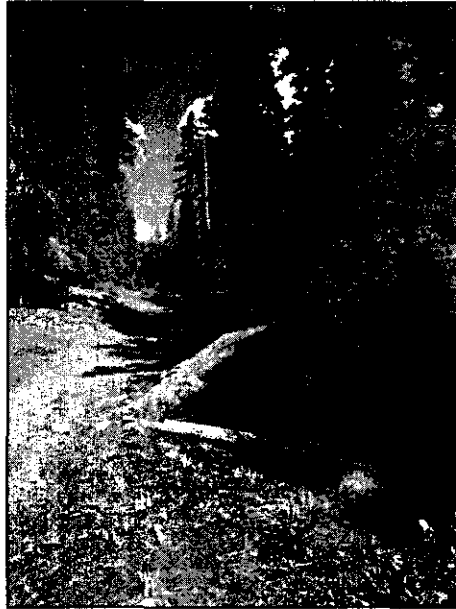
EXERCISE OF PERMIT

48. The Conditional Use Permit shall be considered exercised when the Board of Supervisors approves the amendment to the North Tahoe General Plan to create Special Area 1 and allow "Transportation Routes" within the Plan Area Statement 013 "Watson Creek" with approval of a Conditional Use Permit. (PD)

DOLLAR CREEK SHARED-USE TRAIL PROJECT

Final Environmental Documentation Package

State Clearinghouse Number: 2012062010



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August 17, 2012

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MITIGATED NEGATIVE DECLARATION

PROJECT: Dollar Creek Shared-Use Trail Project

LEAD AGENCY: County of Placer

PROJECT DESCRIPTION

This combined Initial Study and Mitigated Negative Declaration (IS/MND) evaluates the environmental effects of the proposed Dollar Creek Shared-Use Trail Project. The Project establishes a Class 1 or better shared-use trail (i.e., a 10-foot wide paved trail with 2-foot clear zones on each side), a bridge span over Dollar Creek, a marked pedestrian crossing at SR 28 and Dollar Drive, a neighborhood connector at Country Club Drive, and an optional trailhead parking area off of SR 28. The 2.2 miles of proposed new shared-use trail extends an existing multi-use trail, which ends near the intersection of Dollar Drive and SR 28, to the end of Fulton Crescent Drive, through public lands commonly known as the Dollar and Firestone properties owned and managed by the Conservancy and NTPUD. The Project enhances recreational and transportation opportunities by extending the existing paved trail network in the Tahoe City area, including Tahoe City Public Utility District's (TCPUD) 10-mile Class 1 trail from Tahoe City to Sugar Pine Point State Park and the 3.7 mile trail along the Truckee River to Squaw Valley.

FINDINGS

An IS/MND has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS/MND, it has been determined that the proposed project would not have any significant effects on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no effects related to mineral resources.
2. The proposed project would have a less-than-significant impact on greenhouse gas emissions, land use and planning, population and housing, and recreation.
3. Mitigation is required to reduce potentially significant impacts related to aesthetics/scenic, agricultural and forest resources, air quality, biological resources, cultural resources, geology/soils and lands, hazards, hydrology and water quality, noise, public services, transportation/traffic, and utilities and service systems (including energy).

The following mitigation measures would be implemented by the County of Placer (County) to avoid or minimize environmental impacts. Implementation of these mitigation measures would reduce the environmental impacts of the proposed project to a less-than-significant level. Each of these measures is included in the Mitigation Monitoring and Reporting Plan (Attachment A).

SR-1. Tree Protection and Avoidance Measures

Tree Survey and Evaluation: Prior to completion of final construction drawings, the County shall complete a detailed tree survey identifying the precise number, size and species of trees to be removed for construction of facility features. Evaluation of nearby trees will determine if they pose a hazard to high

traffic areas, or risk to structures, are disease ridden, contribute to the expansion of disease or result in increased fire danger. Final project plans shall demonstrate compliance with TRPA revised Code Chapter 61 for tree removal provisions.

Avoidance: If required by TRPA at the time final project plans are prepared for permit acknowledgment, trees identified within the existing trail alignment 30-inches diameter at breast height (dbh) or larger shall be retained and avoided. If necessary, the trail alignment shall be modified or re-routed in order to prevent any damage to trees larger than 30-inches dbh. The Project design avoids tree removal when reasonable alternative routing opportunities exist. Where site conditions allow, the trail winds through the trees, retaining the character of a forest trail. On these sites, the trail alignment passes within the drip-line of mature trees, reducing threats to long-term tree survival by encroaching on one side only and setting trail surface grades to reduce excavation or fill.

Tree Protection Measures: Final construction drawings shall identify trees requiring protection during construction. Trees are to be fenced at the drip-line in accordance with TRPA revised Code Subsection 33.6.10. If the Project must be located within the drip-line of a tree, two by four (2x4) lumber secured with banding around the trunk of the tree shall protect the tree bole from construction equipment damage. Alternative protections (e.g., use of construction exclusion fencing) may be identified for areas of dense tree stands. No material storage or equipment parking shall occur within the drip-lines of retained trees. Maintenance of tree protection measures shall occur throughout the construction period to maintain the originally installed condition. A qualified professional (i.e. certified Arborist or equivalent) shall perform the cutting or pruning of tree roots for those trees to be retained. To minimize root damage, actions of root pruning shall be hand dug. Hand pruning of roots shall utilize clean and sharp tools and saws. Roots shall be cleanly cut to prevent disease introduction. Exposed roots shall be covered to prevent drying. The Tree Protection Plan shall include monitoring of the trees slated for retention for a period of three years. Mortality of any of the retained trees shall require the replacement of trees lost utilizing the same species and relative location.

SR-2. Visual Screening

Boulders or log fencing, as discussed in Section 2.6.2.9 shall be utilized in the vicinity of the SR 28 crossing and trailhead access roadway intersection. Existing boulders along SR 28 that inhibit construction shall be retained and replaced onsite between the trail and SR 28 following construction to provide both a physical and visual barrier. In addition, vegetative screening in the form of replacement trees and native shrubs shall be located in the vicinity of the trail and optional trailhead parking access road at SR 28. Vegetation shall be located along both the trail and parking access road, particularly in the area between the two routes, north of the existing bus shelter and shall separate the trail and parking access road from SR 28. Installation of vegetative screening shall occur following trail construction, as part of the Restoration and Revegetation Plans (RRPs) outlined in Appendix E.

AGR-1. Public Agency Right-Of-Way Exemption with Calfire

The Project Applicant shall file a Public Agency Right-of-Way exemption with Calfire to comply with requirements for conversion of Timberland for installation of public service projects. Tree removal shall occur along the trail corridor and be completed within one year of filing by a Registered Professional Forester and a Licensed Timber Operator.

AQ-1. Conform to District Rule 228 – Fugitive Dust Control Plan

The Project Applicant shall implement standard dust mitigation and controls required by Placer County Air Pollution Control District (PCAPCD) Rule 228 - Fugitive Dust. Rule 228 applies to the entire County

and addresses fugitive dust generated by construction and grading activities and by other land use practices including recreational uses. Examples of dust sources that are subject to Rule 228 are excavating and trenching, drilling, boring, earthmoving and grading operations, pavement cutting operations, brush clearing, travel on unpaved roads within construction sites and wind-blown dust from unprotected grading areas and stockpiles. Rule 228 prohibits visible dust crossing project area boundaries, generation of high levels of visible dust (i.e., dust sufficient to obscure vision by 40%) and places controls on the track-out of dirt and mud on public roads. The rule also established minimum dust mitigation and control requirements that must be used for all construction and grading activities.

When an area to be disturbed is greater than one acre, and if required by a Condition of Approval of a discretionary permit, a dust control plan (DCP) shall be submitted to and approved by the District prior to construction that identifies fugitive dust control strategies and construction BMPs to avoid track-out, protect existing vegetation and properly maintain stockpiles. The dust control plan instructions shall contain a DCP Application form. Completion of this application and subsequent approval by the District shall satisfy requirements to have a dust control plan. Failure to implement the plan is subject to enforcement through the Conditions of Approval, and by the District through Rule 228.

Within the project area, few limitations to typical DCP elements exist. Site watering shall occur to avoid spray beyond the project area in those locations with narrow right-of-way (e.g. where residences or other structures lie close to the project area). Additionally, equipment washing shall occur on high capability land with the discharge contained to avoid runoff. AQ-1 shall also meet the requirements stated in mitigation measure GEO-5.

AQ-2. PCAPCD Recommended Construction Measures

The County shall require the construction contractor(s) to implement the following construction control measures:

- Site watering shall occur, avoiding spraying beyond the project area in those locations with narrow right-of-way (e.g. where residences or other structures lie close to the project area). Additionally, equipment washing shall occur on high capability land with the discharge contained to avoid runoff.
- Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits shall cease operations immediately.
- The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the lead agency).
- The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

- During construction, no open burning of removed vegetation shall be allowed unless permitted with PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
- Processes that discharge two (2) pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Developers/contractors shall contact the PCAPCD prior to construction or use of equipment and obtain any necessary permits.
- Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD. If the PCAPCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the PCAPCD, to the local jurisdiction (city or county) that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving PCAPCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.
- Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the Project representative shall provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the PCAPCD for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for diesel-powered equipment.

BIO-1. Pre-Construction Surveys for Wildlife Species

A. Northern goshawk. TRPA revised Code Section 62.4 requires the determination of 0.5-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for northern goshawk shall be conducted in the spring prior to commencement of construction activities in accordance with applicable protocol (USFS August 2000).

A qualified biologist, as determined by TRPA or California Department of Fish and Game (CDFG), shall follow applicable protocol to conduct pre-construction surveys within suitable nesting habitat for northern goshawk within 0.5 miles of the project area. If nests are encountered, the biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by the qualified biologist during active construction. If the biologist determines that construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA or CDFG.

B. Yellow warbler. As required by the Migratory Bird Treaty Act (MBTA), pre-construction surveys for tree-nesting raptors and migratory songbirds shall be conducted within 30 days prior to construction activities that occur between March 15 and August 31 nesting period.

A qualified biologist, as determined by CDFG, shall conduct pre-construction surveys within suitable nesting habitat for tree nesting raptors and migratory songbirds within 250 feet of the project area. If nests are encountered, the qualified biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

C. Osprey. TRPA revised Code Section 62.4 requires the determination of 0.25-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for osprey shall be conducted no more than two weeks prior to commencement of construction activities in accordance with applicable protocol.

A qualified biologist, as determined by TRPA, shall conduct pre-construction surveys within suitable nesting habitat for osprey within 0.25 miles of the project area. If nests are encountered, TRPA shall be notified and appropriate actions taken to avoid and minimize significant effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the active nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA.

D. California spotted owl. As required by CDFG, pre-construction surveys for California spotted owl shall be conducted in the spring (i.e., March, April and May) prior to commencement of construction activities.

A qualified biologist, as determined by CDFG, shall follow applicable protocol (USFS February 1993) and conduct pre-construction surveys within suitable nesting habitat for California spotted owl within 0.5 miles of the project area. Should California spotted owls be discovered nesting within 0.5 miles of the project area, CDFG shall be notified and appropriate actions taken to avoid and minimize significant effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. CDFG shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

E. American marten. TRPA revised Code Section 62.3 requires protection of American marten den sites.

A qualified biologist, as determined by TRPA, shall follow applicable protocol (PSW GTR157, USFS 1995) and conduct a pre-construction survey for American marten den sites within 100 feet from the shared-use trail corridor.

Should a den be discovered, TRPA and CDFG shall be notified and appropriate actions taken to avoid impacts to the den site and individuals, which may include creation of a buffer zone to protect the den from construction activities. The den(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the den, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities in the den vicinity based on CDFG direction.

BIO-2. Dollar Creek Wetland Delineation and Avoidance of Impacts

The area included in the wetland delineation shall be expanded downstream to the area surrounding the proposed location of the Dollar Creek bridge span, as the current delineation did not include the area below or immediately downstream of the proposed bridge span location. The existing delineated area shall be expanded to from its current extent downstream and to the west to a sufficient location to include all potential impacts to the wetland habitat and Dollar Creek. Upon completion of the preliminary delineation and subsequent acceptance of the wetland area by the US Army Corps of Engineers, the bridge span/design or location shall be modified, if necessary to avoid impacts to the delineated wetland and SEZ areas.

BIO-3. Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program

As required by the MBTA (50 CFR Part 10), the Program shall include surveys, consultation, and protective actions to identify any active raptor or migratory bird nest sites and wildlife nursery sites within the shared-use trail construction corridor. If construction activities will occur during the nesting/breeding season (i.e., March through August), a qualified biologist, as determined by TRPA, CDFG or USFWS, shall perform pre-construction surveys during the nesting/breeding season prior to commencement of active construction (e.g., excavation, grading and tree removal) to determine whether raptors or migratory birds are occupying trees or whether any wildlife den/nursery sites are within the shared-use trail construction corridor.

The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if actions have a negative impact on nesting raptors or migratory birds or their young. If construction must be stopped, the biological monitor shall consult with TRPA and CDFG or USFWS, as applicable, within 24 hours to determine appropriate actions to avoid and reduce significant effects to identified nursery sites, raptors or migratory bird nests.

BIO-4. Noxious Weed Eradication and Control Program

The shared-use trail Operator shall develop and implement a Noxious Weed Eradication and Control Program to protect suitable sensitive plant habitat and to protect future populations of sensitive plants from invasive terrestrial and aquatic noxious weeds. The program shall identify a qualified professional, as approved by TRPA and/or Placer County, to act as a coordinator for the Project. The program shall include abatement and prevention measures to decrease and eradicate known populations of noxious weeds, as follows:

- Known populations of terrestrial and aquatic noxious weeds shall be identified and a plan shall be implemented to control and eradicate weed populations and restore native plant cover.
- Equipment used in the project area must be sanitized and free of non-native invasive species before moving into the project area to ensure that the equipment is free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of non-native invasive species. Vehicles, especially large, off-road and/or earthmoving vehicles shall be cleaned when they come into the Lake Tahoe Basin or come from a Basin area known to contain non-native invasive species. Equipment shall be considered clean when visual inspection finds no soil, seeds, plant material, or other such debris.
- Gravel, fill, or other materials shall be “weed-free.” Use onsite sand, gravel, rock, or organic matter when possible. Otherwise, obtain “weed-free” materials from gravel pits and fill sources that have been surveyed and approved by the California Division of Food and Agriculture or Nevada Department of Agriculture or by the qualified professional.
- Use “weed-free” mulches, and seed sources. Salvage topsoil from project area for use in onsite revegetation, unless contaminated with non-native invasive species. Soil or materials from areas contaminated by cheat grass shall not be used.
- Upon completion of Project construction, the qualified professional shall be notified. The shared-use trail corridor shall be monitored for the first three (3) years of Project operations to ensure additional non-native invasive species do not become established, that native species are established on re-seeded or restored habitats, and that known non-native invasive species do not spread.

BIO-5. Avoid Sensitive Plants or Prepare Sensitive Plant Protection Program

If pre-construction surveys identify sensitive plant species, the County shall develop a Sensitive Plant Protection Program to mitigate impacts to CNPS and TRPA Special Status Plant Species. Program features shall include:

Avoidance. Impacts to rare plant populations identified from the rare plant surveys shall be avoided where feasible by reconfiguring Project design and fencing rare plant populations to prevent encroachment.

Identify, Select, and Restore or Purchase Mitigation Sites. If avoidance is not feasible, the County together with input from the TRPA when applicable shall identify opportunities for mitigation of sensitive plants impacts from Project construction and operation. Mitigation is not limited to but may include a single, or combination of the following items: restoration of degraded sensitive plant habitat owned by the Project Applicant, purchase of mitigation sites, negotiation of conservation easements, or habitat restoration in off-site, degraded rare plant populations to compensate for unavoidable impacts.

Prepare a Special Status Plant Species Mitigation & Monitoring Plan. If avoidance is not feasible, the County shall produce a mitigation and monitoring plan to follow the CNPS and CDFG guidelines to comply with Chapter 10 of CDFG Native Plant Protection Policy and TRPA revised Code Subsection 61.3.6.C.

CUL-1. Cultural Resource Monitoring Program

A qualified archaeological monitor shall be present during initial ground disturbing activities to identify previously unknown significant or potentially significant historical and archaeological resources that may be eligible for inclusion in the NRHP, the CRHR, or eligible for designation as a TRPA historical resource, and to identify any unanticipated or inadvertent impacts to known historical or archaeological resources. A Qualified archaeological monitor shall be on-site during active construction and shall inspect grounddisturbing activities for the presence of cultural resources. The responsibilities of the archaeological monitor shall include: inspecting, documenting, and describing cultural material identified during monitoring; communicating with construction personnel; and notifying agencies (e.g., the SHPO, and TRPA) if previously unidentified historical or archaeological resources are encountered that may be eligible for inclusion in the NRHP, the CRHR or eligible for designation as a TRPA historical resource. Archaeological monitors shall have the authority to halt construction activities that have the potential to disturb significant historical or archaeological resources until appropriate measures can be implemented.

Ground disturbing activities in the vicinity of the resource shall cease if the archaeological monitor determines that continuation of activity shall affect a significant historical or archaeological property, or if human remains are identified. If the archaeological monitor identifies cultural material but is unable to determine whether the resumption of the construction activity will affect historical or archaeological resources that may be eligible for listing, the monitor shall contact the appropriate agency official. Subsequent notification and consultation shall follow regulations pertaining to the evaluation of significance, assessment of effects, and consultation with the SHPO and the ACHP, as appropriate (36 CFR, part 800.4 through 800.9).

There is a possibility of encountering human remains during ground disturbing construction activities (Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave). If human graves are encountered, work shall halt in the vicinity and the Placer County Coroner shall be notified. At the same time, an archaeologist shall be contacted to evaluate the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 48 hours of this identification.

GEO-1. Submit Final Geotechnical Report

The Project Applicant shall submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design
- B) Structural foundations, including retaining wall design (if applicable)

- C) Grading practices
- D) Erosion/winterization
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, soil creep, etc.)
- F) Slope stability
- G) Utility trench design, including seismic design for sewer and water utilities crossing fault lines

Once approved by the ESD, two copies of the final report shall be provided to the ESD.. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

GEO-2. Standard Engineering Practices for Seismic Coefficients

The Project shall implement facility features and design appropriate to local seismic coefficients (e.g., 0.3g) to minimize the damage potential from ground shaking hazards on facility features such as a bridge, drainage features, and trail surfaces. Site-specific geotechnical investigations at locations such as the Dollar Creek crossing and retaining wall locations shall provide necessary engineering details, including appropriate site preparation, excavation of unstable materials, structural fill, compacted fill, subsurface drainage, and subgrade and aggregate base for asphalt concrete trail surfaces.

GEO-3. Prepare TRPA Erosion and Sediment Control Plan (ESCP)

The TRPA Erosion and Sediment Control Plan (ESCP) shall be prepared to identify the type and placement of temporary construction BMPs and shall be complimentary to the SWPPP required for NPDES permitting. Project construction documents shall demonstrate compliance with TRPA revised Code Chapter 60, Section 60.4.

GEO-4. File Permit Registration Documents (PRDs)

The County shall electronically file a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with Lahontan through the SMARTs system prior to any soil-disturbing activities to obtain coverage under Board Order R6T-2011-0019.

GEO-5. Conform to NPDES Permit Requirements

The Project shall comply with Lahontan Board Order R6T-2011-0019, entitled *General Waste Discharge Requirements and National Pollutant Discharge Elimination System for Discharges of Storm Water Discharges Associated with Construction Activity in the Lake Tahoe Hydrologic Unit, Counties of Alpine, El Dorado and Placer* (Permit No. CAG616002). The permit applies to construction sites and activities resulting in the disturbance of one or more acres of soil disturbance in the Lake Tahoe Hydrologic Unit. Construction activities include clearing, grading, demolition, excavation, construction or new structures and reconstruction. Most detail associated with SWPPP consideration shall be developed during preparation of the final construction plans and address features such as construction techniques and staging. The project description shall incorporate general features related to SWPPP requirements as follows:

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATED NEGATIVE DECLARATION

- a) Prevent discharge into surface water, including into SEZ and wetlands, during project construction. Critical areas of concern include construction near Dollar Creek and the SEZ and wetland areas.
- b) To prevent discharge from soil or construction activities, construction plan proposals shall implement the following provisions:
 - o Construction scheduling shall respect site conditions and occur during the driest conditions possible.
 - o Construction activity including grading and equipment and materials movement shall be conducted within designated work areas near the trail surface, identified with construction fencing or other approved means.
 - o Site preparation for the construction zone includes tree and other vegetation removal. Brush, slash, timber, and removed stumps not used for restoration will be chipped for mulch or otherwise disposed of in accordance with local restrictions and regulatory requirements.
 - o Vegetation protection for existing trees and other vegetation.
 - o For SEZs, construction activities shall avoid existing vegetation removal to the maximum extent possible, including in areas of necessary equipment movement. Where necessary, construction proposals could also use linked landing plates, geotextile fabric topped with sand, or an alternative with equal or lesser impacts to protect work zone soils near the trail.
 - o Engineering and construction control details for the new bridge at Dollar Creek shall result from further geotechnical evaluation. Current project planning assumes new bridge supports can be piling or pier design; however use of concrete footings may be necessary. If so, dewatering for footings construction at Dollar Creek is possible. In that event, construction scheduling shall direct footings excavation to the driest conditions possible. Excavation sites will be protected with sand bags, water berms, siltation fences, or other approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used to irrigate planted vegetation, sprayed on uplands to allow infiltration at the project site, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of the permit prior to discharge within the project area.
 - o Include location requirements for staging areas outside of SEZ and floodplains. Materials storage and stockpiles shall be protected from erosion with temporary siltation fences, straw wattles, or other approved methodologies. As potential staging areas sit within or adjacent to residential development, careful consideration of dust control provisions, including prevention of track-out, shall be necessary (mitigation measure AQ-1. Conform to District Rule 228 – Fugitive Dust Control Plan, provides more detail). Construction specifications shall employ exposed soil watering, stockpile protection, street sweeping and/or other techniques to control dust. Access to staging and site construction shall be protected with clean gravel or other approved material to reduce track-out.
 - o If construction conditions warrant equipment washing to prevent soil transport off site, the areas shall be identified in the SWPPP and located outside of sensitive areas and away from stream channels.
 - o Project construction involves the short-term use of hazardous materials necessary for operation and maintenance of construction equipment, (e.g., diesel fuel and hydraulic fluid). Hazardous materials shall be stored at the staging areas identified and prevented from contaminating the site from natural conditions or vandalism. Fueling and necessary maintenance of construction equipment shall occur outside of SEZ, wetland or floodplain

- areas and be managed to avoid site contamination. A spill response plan shall include provisions for worker training, spill containment, agency notice, and a remediation process.
- o If construction for any given segment extends beyond a single construction season, the project area shall be stabilized to meet permit requirements for withstanding the 20-year, 1-hour storm.
 - o A QSP that is on-site during construction activities shall provide professional expertise and expedited response to correct issues that could arise during construction and shall assure compliance with permitting conditions and fulfillment of Project commitments.
- c) Prevent discharge into surface water throughout the life of the project. Key facility features to address these requirements shall include installation of permanent BMPs and water quality protection controls, revegetation and restoration of disturbed soil, and minimization of foot trail width where necessary. The Project proposal includes an Operations, Management and Maintenance Strategy (OMMS), which outlines anticipated maintenance schedules for post-construction and permanent BMPs.
 - d) Properly site staging and stockpiling areas shall reduce potential impact to surface water quality by locating these areas on higher capability lands, maximizing distance to streams and conveyance systems.
 - e) Develop appropriate procedures to follow in the event that contaminated soil or groundwater is encountered during construction activities. The NTFPD shall review the document for approval for implementation.

GEO-6. Design Construction-related BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs

Construction-related Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the ESD). Construction (temporary) BMPs for the Project could include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas.

The Discharger/Project Applicant shall minimize or prevent pollutants in stormwater discharges and non-authorized non-stormwater discharges through the use of controls, structures and management practices that achieve Best Available Technology for toxic and non-conventional pollutants and Best Conventional Pollutant Control Technology (BCT) for conventional pollutants. Stormwater controls and control locations shall be installed per the SWPPP for the active project area. Construction BMPs shall be installed per Section V111. Best Management Practices (BMPs) of Board Order R6T-2011-0019 for site management, sediment and erosion/stabilization controls, and construction site dewatering or diversions.

GEO-7. Comply with TRPA Grading Period

Soil-disturbing activities shall be conducted between May 1 and October 15.

GEO-8. Conform to Provisions of Placer County Grading, Erosion and Sediment Control Ordinance

Proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Construction/Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Construction/Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). Cut/fill slopes shall be at a minimum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope but fill slopes shall not exceed 1.5:1 (horizontal: vertical) and the ESD concurs with said recommendation.

The Project Applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with Project Construction/Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization before, during, and after Project construction. Soil stockpiling or borrow areas shall have proper erosion control measures applied for the duration of the construction activity as specified in the Construction/Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the Project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the Project approval by the appropriate hearing body.

GEO-9. Identify Stockpiling and/or Vehicle Staging Areas on Construction/Improvement Plans

Stockpiling and/or vehicle staging areas shall be identified on the Construction/Improvement Plans and located as far as practical from existing dwellings and protected resources in the area.

GEO-10. Satisfy the requirements of Section II of the Land Development Manual (LDM)

The Project Applicant shall prepare and submit Construction/Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the ESD for review and approval. The plans shall show all conditions for the Project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the Project, which may be affected by planned construction, shall be shown on the plans. Landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Construction/Improvement Plans. If the Design/Site Review process and/or DRC review is required as a condition of approval for the Project, said review process shall be completed prior to submittal of Construction/Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer and shall be submitted to the ESD prior to acceptance by the County of site improvements. Conceptual landscape plans submitted prior to Project approval may require modification during the Construction/Improvement Plan process to resolve issues of drainage and traffic safety.

GEO-11. Standard Engineering Practices for Corrosive Soils

Some soil map units within the project area may be moderately corrosive to steel. Project facilities and structures constructed in areas of corrosive soils utilize corrosive resistant materials and employ facility features and construction controls to protect buried structures.

HAZ-1. Fire Suppression and Management Provisions

The County shall develop fire suppression and management provisions as it completes final plans and construction specifications. These provisions shall include fire precaution, pre-suppression and suppression measures, a flow chart of actions during a fire event, and identification of points of contact and responsible personnel. Construction sites and major equipment shall be outfitted with fire protection devices and spark arrestors as appropriate. A copy of the requirements shall be maintained at the construction site and submitted to the NTPFD.

HYDRO-1. Design Water Quality Protection BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs

Water quality Best Management Practices (BMPs) shall be designed according to the CASQA Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Placer County Engineering and Surveying Department (ESD)). The Project shall incorporate provisions related to drainage conveyances, water quality treatment, cut/fill slopes, and revegetation. The Project shall infiltrate storm runoff from trail surfaces in adjacent clear zone areas. Where the trail lies in close proximity to existing roadways, capture and conveyance to infiltration areas may be necessary and shall be defined during final engineering design.

The Project shall conform to requirements for permanent BMPs as outlined in TRPA revised Code Chapter 60 (Section 60.4), Lahontan's Basin Plan Chapter 5 and WDRs and Placer County Codes and Ordinances.

HYDRO-2. Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs

The Project Applicant shall prepare and implement an Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs. This plan shall comply with TRPA revised Code Chapter 60 and Lahontan's updated WDRs. TRPA, Lahontan, and Placer County shall review the plan prior to issuance of final Project approval. Post-project monitoring shall include post-project BMP effectiveness monitoring and stormwater monitoring.

HYDRO-3. Implement Post-Construction Stormwater Management

Post-construction stormwater management shall be implemented in accordance with permit R6T-2011-0019 requirements for Lahontan Notice of Termination (NOT) conformance.

HYDRO-4. Construction Dewatering Plan

If groundwater interception is expected to occur, as based on final construction plans, excavation sites shall be protected with sand bags, water berms, siltation fences, or other Lahontan-approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used

to irrigate planted vegetation, sprayed on uplands to allow infiltration within the project area, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of Board Order No. R6T-2011-0019 prior to discharge to Dollar Creek.

NOI-1. Time of Day Construction Restrictions and Equipment Muffling

Temporary noise emanating from construction activities shall only occur between the hours of 8:00 am and 6:30 pm per TRPA Code, unless other hours are approved by TRPA. Construction activities before or after the time restriction may occur, but must be consistent with CNEL limits imposed for the applicable TRPA PAS. Construction equipment shall be fitted with the factory installed muffling devices and shall be maintained in good working order. Shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment shall be required. The County shall advise potentially affected residents of the proposed construction activities including duration, schedule of activities, and contacts for filing noise complaints. The County or its contractor shall attempt to respond to all noise complaints within one working day and resolve the issue as soon as possible.

PS-1. Law Enforcement and Fire Protection

Prior to construction, the contractor shall provide a construction schedule for use by public service agencies. This schedule shall outline the location of the construction, types of activities to occur, and the location of anticipated traffic delays or hazards. It shall identify a point of contact within the construction team to inform law enforcement and fire protection personnel of emergency actions and traffic control measures within or near the active construction corridor and communicate in advance changes to these measures or their location.

TRANS-1. Traffic Control Plan

TRPA and County permit conditions require a traffic control strategy to reduce construction-related effects on roadways and circulation patterns within the construction corridor. The traffic control plan shall address:

- Coordination with affected jurisdictions regarding construction hours and lane closures;
- Emergency service consultation and implementation of an emergency access plan;
- Implementation of TRPA guidelines for construction-related road closures;
- Lane closure and truck hauling limits during peak commute hours to the extent possible;
- Provision of alternate bicycle and pedestrian routes where necessary;
- Provision of temporary parking;
- Location of truck haul routes;
- Traffic control devices;
- Construction signage and lane closure notification in the vicinity of the construction corridor;
- Monitoring of in-place traffic control methods and devices;
- Driveway access maintenance; and
- Onsite circulation and staging areas.

UTIL-1. Install and Manage Trash Receptacles

As a trailhead location, a trash/recycling receptacle shall be located within the parking area, if built, to collect solid waste materials. The location of receptacles within the parking lot shall avoid their misuse as public dumpsters as receptacles shall not be visible from the main roadway. The receptacles shall be wildlife resistant and shall meet County and TRPA standards. The designated Operator shall retain the responsibility for maintenance and management of the shared-use trail and associated facilities, including trash receptacles.

UTIL-2. Construction Coordination

The County and Project contractor shall coordinate with law enforcement and fire protection agencies, utility companies, and businesses and residents within the construction corridor prior to and during construction activities. This coordination shall inform affected parties of the construction schedule and allows development of actions to best maintain access and service in the active project area.


Coordination with utility companies shall follow accepted practice. During final plan preparation, utilities shall be located on the civil plan sheets and confirmed to identify the depth to conduit, pipeline, or other facility and to avoid significant grade changes for maintenance of minimum coverage depths for safety and compliance. If necessary, the Project shall relocate utility infrastructure including underground or aboveground connections. Prior to construction, the contractor shall contact Underground Service Alert (USA) to ensure buried lines are properly located and marked and provide utility companies with an accurate schedule noting when construction occurs in the vicinity of their facilities.

Questions or comments regarding this MND may be addressed to:

Peter Kraatz
Placer County Public Works Department
Tahoe Engineering Division
7717 North Lake Boulevard (SR 28)
Kings Beach, California 96143
530.581.6238 (Phone)
530.581.6239 (Fax)
pkraatz@placer.ca.gov
www.placer.ca.gov/works

APPROVAL OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Certification by Those Responsible for Preparation of this Document. The County has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.


Peter Kraatz, Deputy Director
County of Placer Public Works Department

8/17/2012
Date

Approval of the Project by the Lead Agency. Pursuant to Section 21082.1 of the California Environmental Quality Act, the County of Placer Board of Supervisors has independently reviewed and analyzed the initial study and mitigated negative declaration for the proposed project and finds that the initial study and mitigated negative declaration for the proposed project reflect the independent judgment of the County Board of Supervisors. The lead agency finds that the project design features will be implemented as stated in the mitigated negative declaration.

I hereby approve this project.

Ken Grehm, Deputy Director
County of Placer Public Works Department

Date

RESPONSE TO COMMENTS

Comments in the form of letters, emails and hand written comment forms were received from agencies and members of the public on the Initial Study/Initial Environmental Checklist (IS/IEC). The following pages provide a formal response to the comments contained within each letter. Copies of the letters are provided in Attachment B. A list of those who offered comments is provided below:

Letter 1	Josh Beresford	11/14/11
Letter 2	Josh Beresford	11/17/11
Letter 3	Josh Beresford	11/18/11
Letter 4	Anne Ritchey	6/6/12
Letter 5	Ed and Jean Jackson	6/7/12
Letter 6	Brian Bates	6/12/12
Letter 7	Dara Bates	6/12/12
Letter 8	Mr. and Mrs. Lawrence Duncan	6/17/12
Letter 9	Stephanie Truesdale	6/19/12
Letter 10	John Keller	6/19/12
Letter 11	Tom Lupo	6/19/12
Letter 12	Laurie Axell	6/21/12
Letter 13	Donald and Colleen Kieselhorst	6/21/12
Letter 14	Robert Schuchardt	6/21/12
Letter 15	Jeffrey Harris	6/22/12
Letter 16	S. Lane Lewis, NTPUD	6/22/12
Letter 17	LW Scott	6/23/12
Letter 18	David and Susan Hoefler	6/24/12
Letter 19	Bill Peacock	6/26/12
Letter 20	Janet Gregor	6/26/12
Letter 21	John Anderson	6/27/12
Letter 22	Walter Pudewell	6/27/12
Letter 23	Jim Backhus	6/28/12
Letter 24	Scott Lehmkuhl	6/28/12
Letter 25	Eric Grunder	6/28/12
Letter 26	Kate Morgan	6/28/12
Letter 27	Richard and Anne Banfield	6/28/12
Letter 28	Steve Wallis	6/28/12
Letter 29	Donald Kieselhorst	7/1/12
Letter 30	Deborah Landowne	7/1/12
Letter 31	Tamara Sasaki, CA State Parks	7/2/12
Letter 32	Deborah Landowne	7/2/12
Letter 33	Vonnie and Bob Maron	7/2/12
Letter 34	Christopher Crotta	7/4/12
Letter 35	Gaylene Asmus	7/4/12
Letter 36	Dave Burghardt	7/5/12
Letter 37	Ted and Sherry Guzzi	7/5/12
Letter 38	Torben Yjord-Jackson	7/6/12
Letter 39	Dana Spencer	7/6/12
Letter 40	Ed Jackson	7/6/12
Letter 41	Scott McDonald	7/6/12
Letter 42	Kathleen Sheehy	7/6/12
Letter 43	Scott Morgan, CA Clearinghouse	7/6/12

MASTER RESPONSES

Review of the comments made on the IS/IEC showed that a number of comments from commenting parties are similar in content. Master Responses have been prepared for those topics that were frequently raised. Where appropriate in the responses to comments of this final document, the reader is referred to the Master Responses. Responses to other unique comments not addressed in the Master Responses are provided following the Master Responses. The 10 Master Responses included in this Final Environmental Document include:

1. Purpose of the Project. Why is the trail proposed? Who (what demographic) will it serve? Is there documentation to conclude that the residents want the paved trail?
2. Construction and Maintenance Cost. How much will the trail cost, and what is the dollar amount expended for each predicted user? Project is a waste of money, California is in a crisis - spend the money on maintenance of existing trails and roads – the County roads near the terminus of the trail have not been maintained for over 20 years. If the trail is built, where will funding for maintenance come from?
3. Paving the Trail. Existing dirt trails are adequate for hikers and bikers – pavement is not compatible with a natural forest. What evidence suggests that a paved trail is more of an asset to residents and visitors than the unpaved trails currently located in the forest? Asphalt is toxic to the forest environment and causes runoff and impacts soils.
4. Alternatives. Put the trail next to SR 28 instead of through the forest. Paving a 2.2 mile trail from Dollar Drive to Fulton Crescent Drive is not a viable alternative transportation route to SR 28.

Consider building a trail that starts near SR 28 and loops through the forest for recreational use, but does not connect to Fulton Crescent Drive.

Instead of paving the existing dirt trails, just improve them with a natural, engineered smooth surface. There is an example in the Burton Creek area just east of Antone Meadows. Don't pave the connection to Fulton Crescent Drive – leave the connection to the paved trail as an unimproved gravel or dirt trail.

To take cars off the road, which is one of the needs identified in the document, why wouldn't the County fund a water transportation system?

5. Biological Resources. Project would impact Drummonds Anemone and Dicentra, rare Tahoe wildflowers. Wildlife – Environmental document does not address Pileated woodpecker and its habitat. Cutting the trees and paving the trail will impact wildlife that live in the area and their habitat.
6. Neighborhood Compatibility. Lighting along the trail and at the trailhead parking lot would impact night skies and animal habitat.

Neighborhood homes near the trail corridor were purchased because of the natural forested areas nearby – trail construction will reduce property values.

Noise from trail construction and use will increase neighborhood noise levels. Paving the trail will add more people, which will bring more litter and vandalism to the forest.

7. Traffic and Parking. Persons accessing the trail will impact neighborhood roadways near trail access points, park in front of homes, deteriorate the local roadway pavement and put children and pets in harms way.

How many cars will shuttle riders up to the top of Fulton Crescent Drive so the riders can ride down hill. How do you mitigate the increased traffic from the shuttle trips?

The west shore has a paved trail and traffic is significantly worse than the north shore – what is the logic that a paved trail will reduce traffic in the north shore?

8. Trail Use Estimates. What is the basis for the quantified estimates of trail use in the IS/IEC? Do the other Basin trails used to support the quantified use calculations have similar grades (approx. 5% over the 1 mile climb)? Does use of the other Basin trails fall off where the trail grades increase?

How many trips currently use the unpaved trails and how will those trips be effected by paving the unpaved trails? What is the added value of paving the existing dirt trails?

How will paving the trail increase non-motorized transportation and recreation opportunities that are not already provided by the unpaved trails? What studies support the conclusions?

How many people that currently walk their dogs in the natural area will get in their cars and drive elsewhere because of the change to the existing trails?

9. Public Services. The shared use trail will require more patrols from law enforcement and the fire department will have to respond to more calls for assistance – there is not enough funding for law enforcement and fire to serve additional demand.

10. Hazards/Safety. What are the health hazards to the neighbors during construction from the diesel chemicals and fumes from paving materials?

Mixing road bikers with existing hikers, mountain bikers and dog walkers will be unsafe and will create a liability for the County. Paving the trail will increase access for motorized vehicles, which already cause many environmental effects to the forests.

Master Response 1 – Purpose of the Project

Why is the trail proposed? Who (what demographic) will it serve? Is there documentation to conclude that the residents want the paved trail?

Section 2.4 of the IS/IEC describes the purpose of the proposed project. The Lake Tahoe Region Bicycle and Pedestrian Plan (TMPO, 2010) identifies the need for expanding shared-use trail networks in the Lake Tahoe Basin. Lake Tahoe communities have identified biking and walking opportunities as critical components of a well-rounded regional transportation system. Strong bicycle and pedestrian networks draw people out of their cars, creating a pedestrian activity level that boosts the economy, improves air quality, all of which are components of attractive, healthy communities. Connected bicycle paths, sidewalks, and transit are the backbone of a people-oriented transportation system that supports neighborhoods, commercial districts, and recreation areas. This connected transportation system that centers on non-motorized travel will also help Lake Tahoe meet TRPA air quality/transportation thresholds and regional greenhouse gas reduction targets.

Shared-use trails are essentially a bicycle/pedestrian travelway, constructed and maintained with a smooth riding surface, that are separated from motorized traffic that is designed for two-way travel with a recommended minimum width of 10 feet. These facilities are exclusive rights-of-way where people are put first instead of cars; cross flow by motor vehicles are minimal. As such, shared-use trails serve the widest demographic of user types, providing universal access for all users, including people who use wheelchairs and those with visual impairments. Shared-use paths provide recreation and transportation opportunities for a variety of user groups – such as walkers, bikers, and skaters – even though bicyclists are the primary users. Unlike mountain bike trails, shared-use trails support all cyclists, including tandem, recumbent, and hand powered three-wheelers. Shared-use paths serve as part of a transportation circulation system providing valuable benefits including transportation links, places to recreate, habitat corridors, and outdoor fitness centers. Regardless of the location, purpose, level of use, or mix of users, there are certain design elements that are important for the successful and safe operation of a shared-use pathway that were applied to the proposed Dollar Creek shared-use trail, enabling the proposal to become a feature of the land, adding value to the recreational experience for a wide variety of users. The Dollar Creek Shared-Use Trail Project is intended to make North Lake Tahoe a better connected and accessible community to live, work, and recreate.

Shared-use trails should be thought of as extensions of the transportation system that are intended for the exclusive or preferential use of bicycles and pedestrians in much the same way as freeways are intended for the exclusive or preferential use of motor vehicles. They are essential components of well connected and functional transportation networks. At times we are all pedestrians; fully one-third of the population do not drive automobiles and this proposed trail will accommodate them, as well as others who might choose to access Lake Forest or Tahoe City in a non-motorized way

The highest incidents of crashes are at conflict points, such as intersections and driveways. This project avoids the frequent driveway junctions that would occur along the highway and has one well-designed crossing of State Route 28 to connect to the existing TCPUD multi-use trail. This will provide a convenient way to cross SR 28 at a well-identified and marked location for safety.

Specific surveys of area residents were not performed to assess resident support for the project. However, comments that indicate support or opposition to the Project that were received on the Draft IS/IEC provide input that will be used by County and other agency decision makers in consideration of a Project approval or denial. In addition, past surveys conducted by the Tahoe City Public Utility District and the North Lake Tahoe Resort Association have demonstrated high levels of community and visitor support for trail projects and extensions of the bike trail system. Additionally, system extensions and corrections to “weak links” along the existing trail system in Tahoe City have resulted in exponential increases in measured trail use.

Master Response 2 – Construction and Maintenance Cost

How much will the trail cost, and what is the dollar amount expended for each predicted user? Project is a waste of money, California is in a crisis - spend the money on maintenance of existing trails and roads – the County roads near the terminus of the trail have not been maintained for over 20 years. If the trail is built, where will funding for maintenance come from?

To date, a detailed cost estimate has not been prepared for trail construction for this concept-level trail design. However, a general rule of thumb is approximately \$1,000,000 for each constructed mile of new shared-use trail. State and local grant funding exists for the current project planning effort that includes preliminary engineering plans and completion of the environmental documentation requirements. Future funding for detailed design and construction does not exist at this time. As with many capital public works projects pursued by the County, funding is rarely guaranteed at this stage of Project development.

The Project is eligible for only certain types of funding, such as transportation and recreation grants, and it does not compete for funding that is reserved for other public services, such as health and human services or education.

Even if total project cost was available, cost per predicted user is not typically provided due to inherent issues with that type of reporting. What time period would be assigned to the predicted use? The trail system created for the region is legacy infrastructure; a well-built, well-maintained trail will endure to serve generations of users.

Maintenance funding for trails in the North Lake Tahoe area generally originate from utility ratepayers of the two major utility districts: North Tahoe Public Utility District (NTPUD) and Tahoe City Public Utility District. Recent maintenance costs for operating and maintaining trails in the NTPUD jurisdiction where this trail would be built are reported to be on the order of \$10,000 per mile per year.

Master Response 3 – Paving the Trail

Existing dirt trails are adequate for hikers and bikers – pavement is not compatible with a natural forest. What evidence suggests that a paved trail is more of an asset to residents and visitors than the unpaved trails currently located in the forest?

As described in master response 1, the possible user group for a shared-use trail built to the proposed standards greatly transcends that which can be accommodated by the current network of user-created, unpaved trails. The opportunities for an unpaved trail experience on these public lands will continue with the addition of a paved trail in the spectrum of available opportunities, and recreationists will be able to choose their experience in this special part of the Lake Tahoe Basin.

Asphalt is toxic to the forest environment and causes runoff and impacts soils.

Asphalt is used throughout the Tahoe basin for roadway and trail projects. The main hazard associated with asphalt is from the polycyclic aromatic hydrocarbons (PAHs) in asphalt that can move into the ecosystem from the breakdown of asphalt. However, PAHs are not known to enter the environment from cracked or broken up asphalt. Asphalt paving materials typically are composed of aggregate and/or sand (90-95% by weight) and asphalt (5-10% by weight). The aggregate and/or sand is responsible for the primary load-bearing properties, while asphalt serves as the binder and as a protective coating. The asphalt used on roads and trails is prepared in a manner that binds the harmful compounds together as part of the tough, cement-like solid. Once placed for construction, asphalt paving have negligible potential to leach toxins into the environment.

The Dollar Creek shared use trail has been designed with permanent best management practices (BMPs) that collect runoff from the trail surface and treat the runoff before it is discharged to natural drainage features (e.g., drainage channels or Dollar Creek). The trail utilizes high capability soils that are capable of infiltrating stormwater runoff from the paved trail surface. At the crossing of Dollar Creek, the trail spans the stream environment zone (SEZ) with a bridge (not constructed with asphalt) to avoid direct disturbance to the more sensitive soils adjacent to the Creek channel.

Master Response 4 – Alternatives

Put the trail next to SR 28 instead of through the forest. Paving a 2.2 mile trail from Dollar Drive to Fulton Crescent Drive is not a viable alternative transportation route to SR 28.

The Dollar Creek Shared-Use Trail project is a stand alone trail that connects existing neighborhoods to

an existing multi-use trail and each of the neighborhoods and commercial developments adjacent to the existing trail network. The 2.2 mile long Dollar Creek trail is a portion of the previously studied 8 mile long North Tahoe Bike Trail envisioned in the Regional Transportation Plan to connect Tahoe City with Kings Beach as a non-motorized transportation alternative separate from SR 28. A SR 28 shared-use trail alignment would meet TRPA Transportation and Bike Plan goals by providing a safer route than use of the SR 28 travel lanes, but would result in numerous user conflicts (private and commercial driveway crossings and traffic safety), private property easements, grading effects, and grade constraints within the public ROW. These conflicts make the construction and operation of an SR 28 alignment infeasible. Specifically, a SR 28 alignment would require:

- Displacement of 283 parking places; encroachment onto private driveways;
- Crossing of over 100 private driveways between Dollar Hill and Tahoe Vista on either the lake side or mountain side of SR 28;
- Encroachment onto private driveways in Agate Bay;
- Removal of approximately 400 trees and the associated scenic impacts;
- Construction of 4,300 linear feet of new retaining wall;
- Removal of existing landscaping at various locations;
- Presents steep grades that do not comply with AASHTO and Caltrans Class 1 standards from Dollar Hill to Lardin Way;
- Crossing of SEZ at the bottom of Dollar Hill necessitating spanning large distance of 100-year flood plain and construction activity in close proximity of Lake Tahoe; and
- Relocation of 70 power poles.

Consider building a trail that starts near SR 28 and loops through the forest for recreational use, but does not connect to Fulton Crescent Drive?

One of the Project's objectives is to provide a non-auto transportation option for local residents and visitors to the north shore of Lake Tahoe. Constructing a trail without a connection to the adjacent neighborhoods would reduce the effectiveness of the trail as a non-auto transportation alternative and would likely result in the creation of an informal connection by trail users. However, the comments provided on the environmental document encouraged trail designers to rethink the connection to Fulton crescent, redesigning it as a smaller six-foot wide, unpaved connector to better incorporate with the neighborhood's character. Details of the County proposed plan revision are provided below.

Instead of paving the existing dirt trails, just improve them with a natural, engineered smooth surface. There is an example in the Burton Creek area just east of Antone Meadows. Don't pave the connection to Fulton Crescent Drive – leave the connection to the paved trail as an unimproved gravel or dirt trail.

A paved shared-use trail built to AASHTO and Caltrans Class 1 bike trail grade and surfacing standards serves a wider range of users than an unpaved trail, as described in master response 1, and extends the existing trail system in a manner that is continuous and reliable for trail users. There are some locations within the Dollar Creek shared-use trail alignment that follow existing unpaved trails, but in other locations, the Project constructs a new trail alignment that includes engineered soils to achieve grade requirements. In these locations, which represent less than half of the total trail length, there are no existing trails to improve.

In the northern end of the proposed trail alignment, the County is proposing a plan revision to the trail design included in the IS/IEC. In this location, which runs from the trail connection near the end of Fulton Crescent Drive to the intersection with the unpaved trail that accesses Mount Watson and Watson lake to the west, the revised design would maintain a narrow unpaved trail parallel to the proposed Dollar Creek shared-use trail. In addition, for a portion of the Dollar Creek shared-use trail alignment near the connection to Fulton Crescent Drive (e.g., much of the alignment located on NV Energy lands), the plan revision would replace the proposed 10-foot wide shared-use trail with a 6-foot wide trail. Please refer to Master Response 10 for additional information.

To take cars off the road, which is one of the needs identified in the document, why wouldn't the County fund a water transportation system?

An alternative that utilizes Lake Tahoe is outside of the scope of a shared-use trail project, which extends the existing non-motorized trail transportation network. Water transportation is being studied and implemented by other regional agencies and organizations (e.g., TRPA, North Lake Tahoe Resort Association and Tahoe Transportation District) to provide regional alternatives for transportation within the Lake Tahoe Basin.

Master Response 5 – Biological Resources

Project would impact Drummonds Anemone and Dicentra, rare Tahoe wildflowers.

Drummond's anemone (*Anemone drummondii*), *Dicentra uniflora* and *Dicentra formosa*, are not afforded protection under the California Endangered Species Act and Federal Endangered Species Act, are not considered species of concern by the US Fish and Wildlife Service, are not listed by the California Native Plant Society Inventory of Rare and Endangered Plants of California, or designated as special interest plant species by the Tahoe Regional Planning Agency. The above databases were rechecked (July 2012) and these two species are not listed. While these plant species may not occur in high abundance in local locations, their range and distribution is such that protection is not warranted. Therefore, trail relocation or mitigation for disturbance to these plant species is not required.

Wildlife – Environmental document does not address Pileated woodpecker and its habitat.

Pileated woodpecker (*Dryocopus pileatus*) is not a species that is afforded protection under the California Endangered Species Act or the Federal Endangered Species Act, is not considered a species of concern by the US Fish and Wildlife Service, and is not designated as special interest plant species by the Tahoe Regional Planning Agency. The above databases were rechecked (July 2012) and the pileated woodpecker is not listed. Pileated woodpeckers are however, protected under the Migratory Bird Treaty Act of 1918. Impacts to nesting migratory birds is discussed in Question 32. Mitigation Measure BIO-3 is proposed, as noted on Page 3-55 of the Initial Study/Initial Environmental Checklist, to reduce any potential impacts to a less than significant level.

Cutting the trees and paving the trail will impact wildlife that live in the area and their habitat.

Cutting of trees and paving the trail has the potential to impact nesting migratory birds, raptors, nursery sites and other common wildlife species adjacent to the trail and the surrounding area. Mitigation Measure BIO-3 would require surveys to prevent the direct loss of nesting birds or impacts to nursery sites. Mitigation BIO-1 requires pre-construction surveys for wildlife species that are afforded protection under the Migratory Bird Treaty Act, Tahoe Regional Planning Agency and California Department of Fish and Game. The Stream Environment Zones located within the project area are considered a sensitive natural community and impacts were considered less than significant as noted in the analysis on IS pages

3-51 to 3-53. The surrounding mixed conifer habitat is not considered a sensitive habitat type in the Tahoe Basin. However, mitigation measure SR-1 (Tree Protection and Avoidance Measures), as outlined on pages 3-11 and 3-12, requires trees larger than 30" dbh to be retained thereby conserving large trees and the benefits that they provide to mixed conifer habitats. Removal of smaller trees necessary for trail construction will not result in a substantial change to the existing habitat characterization.

Master Response 6 – Neighborhood Compatibility

Lighting along the trail and at the trailhead parking lot would impact night skies and animal habitat.

There is no lighting proposed for the Dollar Creek Shared-Use Trail project, including the trail corridor and the proposed trailhead parking lot near Dollar Drive and SR 28.

Neighborhood homes near the trail corridor were purchased because of the natural forested areas nearby – trail construction will reduce property values.

As documented in Section 2.1.2 of the IS/IEC, the shared-use trail alignment being analyzed traverses primarily through publicly-owned NTPUD and Conservancy lands. The majority of these lands were acquired as part of two key land acquisitions: the Firestone Acquisition and the Dollar Estate Acquisition. One of the primary purposes for each of these land acquisitions was to secure right-of-way necessary to allow for construction of a shared-use trail. Until the trail improvements are installed, the property is maintained as open space, except as authorized by the Conservancy Board.

No evidence has been provided to support the argument that shared-use trails will reduce property values of nearby homes. A review of economic studies related to multi-use trails identifies the following primary points: Neighbors of existing trails and real estate agents believe trails have a neutral or positive effect on property values. Multiple studies of existing trails throughout the United States conclude that trail effects on property sales are either neutral, or include higher sale prices and faster sales (less time on the market). A comprehensive review of studies examining greenway trails and their influences on property values identifies, "Across the studies there was broad consensus that trails have no negative impact on either the saleability of property (easier or more difficult to sell) or its value. There was a belief among some, typically between 20% and 40% of a sample, that there was a positive impact on saleability and value. However, the dominant prevailing sentiment was that the presence of a trail had no impact on these issues." (Crompton, 2001)

Noise from trail construction and use will increase neighborhood noise levels.

Noise effects are addressed in Section 3.2.12 of the IS/IEC. Construction related activities generate a short-term increase of existing ambient noise levels. The TRPA revised Code Section 68.9 states that TRPA-approved construction projects are exempt from the quantitative limits contained in the Noise Ordinance if construction activities take place between the hours of 8:00 am and 6:30 pm. The Placer County Code (Article 9.36.030) provides for a similar exemption for short-term construction related noise. Even the busiest shared-use trails in the United States are extremely quiet, with little noise created other than the occasional low volume conversation, barely audible beyond 10 or 20 feet of the trail edge. Walking, running, dog walking, and bicycling, by their nature, generate virtually no noise. Potential sources of greater volumes, such as platoons of bicyclists or congregating teenagers, are occasional and sporadic. Club cyclists normally prefer to ride where higher speeds can be achieved, such as roads like SR 28, rather than on trails shared with pedestrians.

Paving the trail will add more people, which will bring more litter and vandalism to the forest

There is no evidence provided that paving the shared-use trail will increase littering and/or vandalism in the trail corridor. In 1998, the Rails-Trails Conservancy and the National Park Service produced the most comprehensive examination to date of the relationship between crime and trail use (Rails-Trails Conservancy/National Park Service, January 1998). The study concluded that littering, graffiti and motorized use were more frequent problems than crime, yet these problems were also reported at lower rates than other parts of the surrounding communities.

When an area receives more public use, it typically means more people and their stuff, which creates the potential for litter. The current situation attracts public use and provides for very little active management, no enforcement of rules or cleaning up for people who do not pack out what they pack in. With a paved trail, management by definition becomes more active as the trail becomes part of a formal maintenance schedule. Management of the shared-use trail can therefore be more proactive, providing opportunities for education about use ethics and addressing concerns about vandalism should they arise.

Master Response 7 – Traffic and Parking

Persons accessing the trail will impact neighborhood roadways near trail access points, park in front of homes, deteriorate the local roadway pavement and put children and pets in harms way.

The potential for traffic and parking on neighborhood streets due to persons driving to use the trail is a factor considered in the environmental analysis. A total of 30 cars are expected to be parked at one of the potential access points over the course of a busy summer day, based upon the use analysis. Details regarding the parking demand forecasts can be found in Appendix D of the Dollar Creek Shared-Use Trail Project Initial Study/Initial Environmental Checklist. However, the most accessible trailhead to the majority of these drive-to-trail users will be the proposed trailhead parking lot on SR 28 opposite Dollar Drive.

For users arriving from the west, the proposed trailhead and roadway parking adjacent to the trailhead area will be the most convenient trail system access point. Those arriving from the north will have several options: turning on Terrace Avenue and connecting through the neighborhood to the end of Fulton Crescent or Old County Road (requiring approximately a 4 minutes drive) or simply continuing southbound on SR 28 to the trailhead atop Dollar Hill (requiring approximately a 2.5 minute drive from the SR 28/Terrace Avenue intersection). As drivers will save roughly 1.5 minutes by using the Dollar Hill trailhead on SR 28, the large majority can be expected to do so. Similarly, drivers at the intersection of SR 28 and Old County Road can save roughly a minute of drive time by staying on SR 28, rather than turning up Old County Road and parking at its terminus. Therefore, the only persons that might find access to the trail via Fulton Crescent Drive or Old County Road more convenient are those starting from the residential neighborhoods in the immediate area, but who don't want to walk or bike up the hill from a house, for example, on Terrace Avenue. This is not expected to result in more than a few vehicles parked at the upper trailheads, which can be accommodated within the existing county road paved shoulders without blocking residential driveways.

It should also be noted that a substantial proportion of Tahoe multipurpose trail users are visitors relatively unfamiliar with the area. Particularly given the at-grade crossing atop Dollar Hill, the trailhead on SR 28 at Dollar Hill will be the most obvious location for these users to access the trail. Finally, there is a pattern among trail users out for exercise to prefer the harder part (the uphill direction) earlier in their overall exercise routine rather than at the end, which also indicates that the southern access point will be most attractive.

Finally, linking to the existing trail system provides the added value of trail users who are continuing their riding experience, rather than those driving their bikes to a place to start their ride.

How many cars will shuttle riders up to the top of Fulton Crescent Drive so the riders can ride down hill. How do you mitigate the increased traffic from the shuttle trips?

The comment was made that cyclists (and perhaps other wheeled users, such as in-line skaters) would use the trail by being dropped off at the upper, northern end in order to ride down the grade. Over the 2.2 mile-long trail, the difference between the elevation at the south and north ends is approximately 196 feet, resulting in an overall average grade of approximately 1.7 percent. Note that the high point of the trail (located about 7,900 linear feet from SR 28) is approximately 250 feet above the elevation at the south end. While there is anecdotal information that this “downhill shuttle” patterns does occur in other Basin trail locations, in this case the modest grades indicate that there is no reason to expect this use pattern to occur.

The west shore has a paved trail and traffic is significantly worse than the north shore – what is the logic that a paved trail will reduce traffic in the north shore?

The proposed trail, by itself, is not expected to reduce overall traffic in the area. While the use forecasts indicates that it will shift some existing travelers to non-auto modes, the trail will also serve as a community amenity, that could attract new trips to the SR 28 corridor. The trail addresses regionwide goals to reduce auto traffic when considered as part of a larger cohesive network of such facilities, and a proportion of the riders will continue their biking experience from the existing trail system. By itself – or even as part of a larger network – the proposed trail will not “solve” Tahoe’s traffic problems in peak summer conditions. The traffic congestion on the West Shore is due to the reduction in roadway capacity in the Fanny Bridge area. If there were no West Shore Trail, the existing cyclists and walkers could be adding to the traffic congestion on the West Shore – or they may have chosen to live or visit elsewhere.

Master Response 8 – Trail Use Estimates

What is the basis for the quantified estimates of trail use in the IS/IEC? Do the other Basin trails used to support the quantified use calculations have similar grades (approx. 5% over the 1 mile climb)? Does use of the other Basin trails fall off where the trail grades increase?

Forecasts of trail use were made using a methodology developed for the Lake Tahoe Basin, as part of the TRPA’s 2010 Lake Tahoe Region Bicycle and Pedestrian Plan. This methodology was calibrated specifically to reflect observed trail usage on existing multipurpose paths, including the TCPUD trails as well as trails on the South Shore. It evaluates potential usage based on many factors, including the following:

- The estimated total travel between various zones and neighborhoods, as reflected in the TRPA’s regional transportation model. The data used was specific to the Dollar Hill area, and reflects that the proposed project provides trail access only to the south and west, not to the north.
- The observed proportion of travel made by bicycling and walking on existing travel corridors with multipurpose paths.
- The observed level of bicycling and walking trips being made for exercise/recreation on existing facilities.
- The grade of the alignment. Specifically, the grades on the proposed trail are expected to reduce

potential bicycle usage by 30 percent among residents and 50 percent among visitors/recreational riders. This reflects the observation in other areas that grades reduce the use (particularly the visitor use) of paved trails, even when the trail is designed to meet the standards of a shared-use trail.

- The recreational value of the trail.

Approximately half of the usage on the trail is expected to consist of residents of the area that walk or bike to the corridor or existing persons walking or cycling on the unpaved trails in the corridor. This is forecast to be approximately 145 one-way user trips over a busy summer day. Examples of new resident cyclists and walkers due to the trail include persons traveling to the North Tahoe Middle/High School campus, or those connecting through the existing North Shore Trail to Tahoe City, who will find traveling on a paved surface more convenient. The remaining half of the trail use (an equivalent) number is forecast to be either visitors walking or biking to the trail (such as second home owners or persons staying in vacation rentals in the area) or persons (either residents or visitors) that will drive to the trail for recreation/exercise.

How many trips currently use the unpaved trails and how will those trips be affected by paving the unpaved trails? How many people that currently walk their dogs in the natural area will get in their cars and drive elsewhere because of the change to the existing trails?

No detailed counts of existing use in the corridor have been conducted. However, anecdotal information was collected during site visits conducted by the traffic engineer indicating that roughly 46 cyclists and 13 pedestrians access the corridor from the southern end. There are undoubtedly additional users of the corridor that access from other locations. In considering how the proposed project will impact these existing users, it is noted that there are many other existing unpaved trails in the area, particularly to the west of the trail alignment. Many existing users that desire to walk or cycle on unpaved trails (particularly cyclists, who can more quickly reach more remote trails) can shift their use pattern to other trails in the immediate area, perhaps using the paved trail as part of their access route. Please refer to Master Response 10. In response to comments received on the Project, the County is proposing a plan revision that would maintain an unpaved trail parallel to the Dollar Creek shared-use trail at the northern end of the project.

Details regarding the usage forecasts can be found in Appendix D of the Dollar Creek Shared-Use Trail Project Initial Study/Initial Environmental Checklist.

What is the added value of paving the existing dirt trails? How will paving the trail increase non-motorized transportation and recreation opportunities that are not already provided by the unpaved trails? What studies support the conclusions?

There are numerous benefits that result from paving the Dollar Creek shared-use trail and increase the use of the corridor for non-motorized transportation. The benefits include:

- The unpaved trails in the project area, by their very nature, deter some users from using the trail corridor, especially since the number of trails in the area is intimidating to unfamiliar users concerned about getting lost.
- The middle section of the proposed Dollar Creek shared-use trail is not served by any existing trails and the existing, alternative native unpaved trails do not meet bikeway trail grade standards.
- Paving the trail will make it accessible to a wider variety of users, including kids and those who

rely upon wheelchairs for their transportation .

Please refer to Master Response 10. In response to comments received on the Project, the County is proposing a plan revision that would maintain an unpaved trail parallel to the Dollar Creek shared-use trail at the northern end of the project.

Master Response 9 – Public Services

The shared use trail will require more patrols from law enforcement and the fire department will have to respond to more calls for assistance – there is not enough funding for law enforcement and fire to serve additional demand.

Effects to public services are addressed in Section 3.2.14 of the IS/IEC. Demand for police protection is expected to remain at existing levels during trail operation. Research studies confirm crime rates do not rise after construction of trails; indeed some criminal activity such as vandalism and unpermitted camping/campfires may reduce with increased presence of general trail users (<http://www.railstotrails.org/resources/documents/resourcedocs/tgcsafecomm.pdf>). The Placer County Sheriff's Department (PCSD) indicates that the Project will not impact staffing or access (Lt Weaver with PCSD, personal communication, February 29, 2012).

Demand for fire response to emergencies involving trail users may increase following trail operation given anticipated increases to use of the trail corridor. However, the Project improves access to generally undeveloped forest areas because the trail has been designed to accommodate emergency response vehicles up to 10,000 pounds in weight. The ability to use the shared-use trail for emergency access allows these service providers to respond to incidents within existing response time goals. Controls are planned at trailheads to ensure no unauthorized motor vehicles can access the paved shared-use trail. The County will provide fire and law enforcement access control of the proposed trail bollard system so equipment can utilize the paved trail for emergency response. Based on communication with the fire protection District, the Project does not warrant new fire protection facilities nor alterations to existing fire protection staffing or facilities.

Master Response 10 – Hazards/Safety

What are the health hazards to the neighbors during construction from the diesel chemicals and fumes from paving materials?

Effects to air quality are addressed in Section 3.2.3 (Air Quality) of the IS/IEC. Short-term, temporary effects to air quality occur during construction activities, but do not create health hazards because of compliance with Placer County Air Pollution Control District (District) standards. Construction of the Project involves use of equipment and paving materials that emit ozone precursor emissions (ROG and NOx), as well as the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod; accessed at www.caleemod.com/). Daily construction emissions were calculated and compared to the threshold criteria to determine if the Project would exceed District air quality standards (e.g., emissions greater than 82 pounds per day of ROG, NOx, SO2 and PM10 and emissions greater than 550 pounds per day of CO). The Project produces no daily emissions that will exceed construction emission limits.

Mixing road bikers with existing hikers, mountain bikers and dog walkers will be unsafe and will create a liability for the County. Paving the trail will increase access for motorized vehicles, which already cause many environmental effects to the forests.

Effects related to shared-use of the trail are addressed in Section 3.2.15 (Recreation) of the IS/IEC. The Project promotes shared-use of the paved trail by providing adequate width and acceptable grades capable of allowing different users simultaneous access without conflict. Trail conflicts can occur when users travel at greatly different speeds. AASHTO guidelines recognize this fact by linking trail widths to both the volume and speed of expected user groups. For the Project, the environmental sensitivity of the Lake Tahoe Region prompted use of the minimum recommended trail width (10 feet). As a result, the Operations, Management and Maintenance Strategy (OMMS) (Appendix F) bans motorized users with limited exceptions (e.g., emergency service providers) to meet state and federal laws. Physical barriers and signage will be placed at trail access points to keep unauthorized motorized vehicles from using the trail corridor.

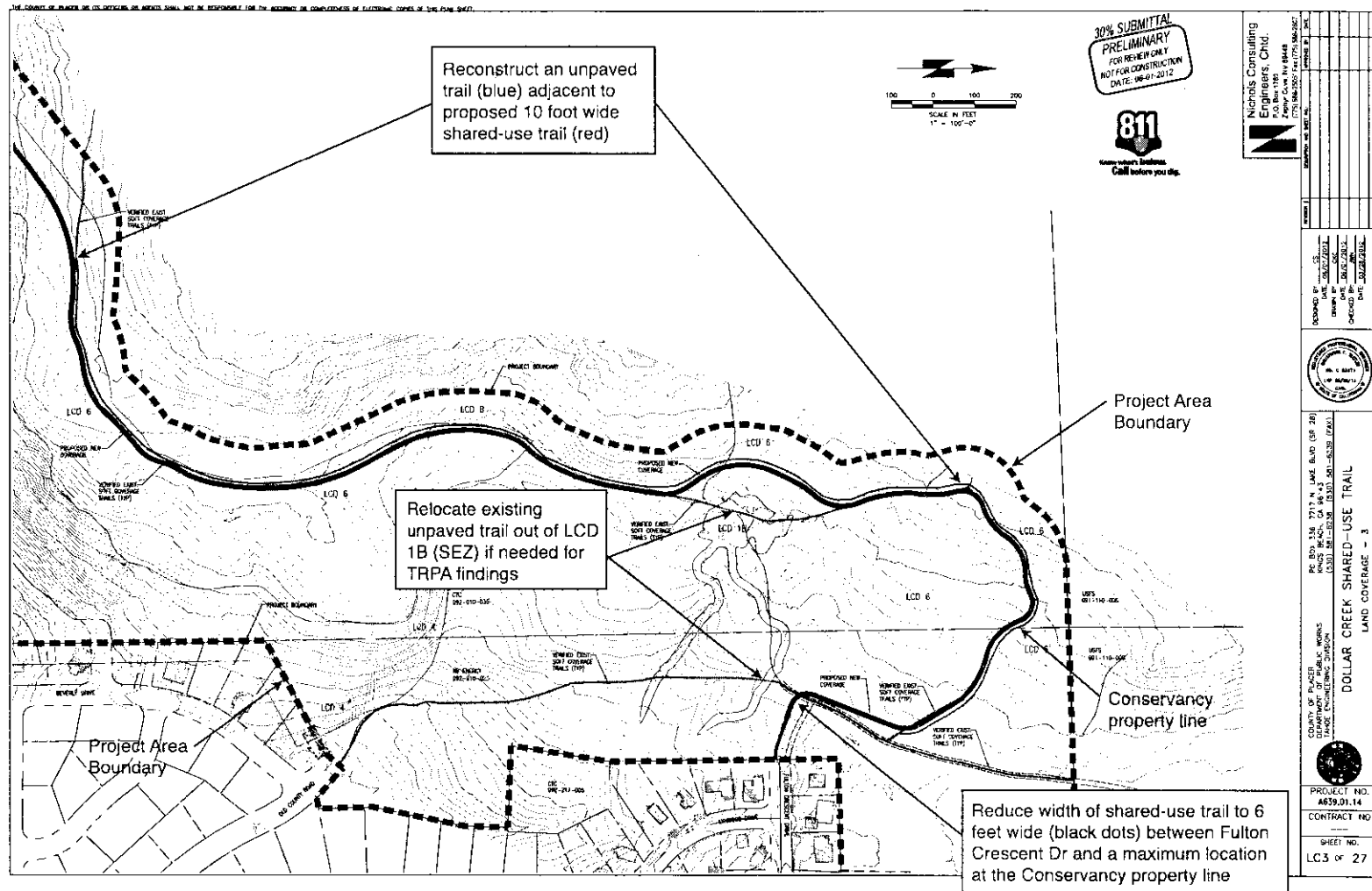
Many unpaved mountain bike trails, and pedestrian paths exist through the project area. The Project retains many of the existing unpaved trails as neighborhood connectors and retrofits these trails with BMPs in some locations to reduce erosion and other environmental damage. The continued presence and improvement of unpaved trails allows for continued hiking, dog walking and mountain biking activity off the paved trail. The Project removes some unpaved trails in LCD 1b for land coverage relocation and SEZ and sensitive habitat protection.

Based on comments received and the understanding that one section of an existing unpaved trail is currently popular for accessing other unpaved trails in and out of the Project area, the preliminary design plans will be revised to better accommodate the existing unpaved trail. The subject unpaved trail section essentially runs from the end of Fulton Crescent Drive and parallels the proposed shared-use trail as shown on the figure below. The proposed plan revision accommodates the existing unpaved trail for a length of approximately 3,400 feet parallel to and on the "mountain" side of the proposed paved trail as shown on the figure. This existing unpaved trail accesses other trails and roads such as the Tahoe Rim Trail and "Fiberboard Freeway," and the plan revision intends to preserve this connector trail popular to mountain bikers, hikers and dog walkers.

The proposed plan revision to preserve the existing unpaved trail is predicated on two conditions: 1) that the shared-use trail qualifies for an exemption from land coverage under the Regional Plan Update; and 2) that the additional single track trail remains within the analysis corridor for the shared-use trail and requires no additional environmental studies.

In addition, comments were received related to how the proposed trail connects to the end of Fulton Crescent Drive. Draft plans show the standard 10-foot wide paved trail starting near the end of the County road. As part of the proposed plan revision, the trail at this location has been reduced in width to 6-feet wide to make it more befitting of a neighborhood trail connection. The 6-foot wide trail will transition to the originally proposed 10-foot wide paved trail (to support multiple uses) closer to where the trail crosses onto Conservancy land as shown on the figure below.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
 RESPONSE TO COMMENTS ON THE IS/MITIGATED NEG DEC



Proposed Dollar Creek Shared-Use Trail Plan Revision -
 Maintain unpaved trail adjacent to shared-use trail at northern end of Project
 and reduce trail width at connection to Fulton Crescent Drive

RESPONSE TO INDIVIDUAL LETTERS

Each unique comment is summarized below in *italics* text and followed by a response to the full comment in non-italicized text. Each individual comment is identified by comment letter number and assigned a numerical number corresponding to the order the comment was made. Each comment summary can be cross-referenced to the original comment letters contained in Attachment B.

Letter 1 - Beresford, 14 November 2011

Comment 1-1 Comment Summary – Existing North Tahoe bike trails are parallel to state highways where trailheads and parking are nearby. Where will users park at the Fulton Crescent trailhead?

No parking is proposed at the trail's connection to Fulton Crescent Drive, trailhead parking is located off of SR 28. Please refer to master response 7 regarding parking and traffic analysis.

Comment 1-2 Comment Summary -- Why does the Dollar Creek trail encroach on small, quiet residential neighborhoods?

The goal of the project is to connect residential neighborhoods and the users that live in the neighborhoods with the existing non-motorized trail network that provides access to recreational and other attractions (e.g., retail, public service). Placing the shared-use trail in close proximity to the neighborhoods ensures greater convenience and typically increases use of the facility.

Comment 1-3 Comment Summary – I do not support this project

Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's sentiments about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Letter 2 - Beresford, 17 November 2011

Comment 2-1 Comment Summary – What is the total cost of the trail and where will the funding come from? What is the width of the trail? What is the grade of the transition areas?

Please refer to master response 2 regarding construction and maintenance costs.

Comment 2-2 Comment Summary – Do not waste resources and money to pave the natural trails.

Please refer to master responses 1 and 3 regarding the purpose of paving the shared-use trail.

Letter 3 - Beresford, 18 November 2011

Comment 3-1 Comment Summary – Who supports this project? Not one person I have talk with supports this project.

Please refer to master response 1 regarding the purpose of the project.

Comment 3-2 Comment Summary – Do not waste resources and money to pave the natural trails. Couldn't the funds be better used – how about schools?

Please refer to master response 2 regarding construction and maintenance costs.

Letter 4 - Ritchey, 6 June 2012

Comment 4-1 Comment Summary – The existing unpaved trails are already used by many – why do we need more paving? Put the path on the road where bikes are suppose to be and leave the forest alone?

Please refer to master responses 3 and 4 regarding the purpose of paving the shared-use trail and alternatives that were considered.

Comment 4-2 Comment Summary – There is no parking for the trail users. They will cross my property to get to the Nordic Ski Center.

Parking is available on public right of way near the trail's intersection with SR 28, in the proposed trailhead parking lot, and at the Nordic Ski Center parking lot. Users can access the proposed Dollar Creek shared-use trail using existing unpaved trails that connect with County roadway rights-of-way (e.g., Country Club, Polaris). Please refer to master response 7 regarding parking and traffic analysis.

Letter 5 – Jackson, Ed and Jean, 7 June 2012

Comment 5-1 Comment Summary – Why does the trail loop around at the north end rather than proceeding directly to the end of Fulton Crescent? This will create conflicts between bikes and cars and will negatively impact the entry point to the forest.

The Dollar Creek shared-use trail follows an existing unpaved trail at the north end of the alignment. The proposed alignment was selected in this location to minimize new disturbance and to keep the trail farther away from nearby residential properties. Near its termination with Fulton Crescent Drive, the proposed shared-use trail will be parallel to the existing USFS access roadway and separated from the forest entry point using natural barriers. The trail will not alter the existing access to the National Forest lands.

Comment 5-2 Comment Summary – We are pleased that a parking lot is not proposed at the end of Fulton Crescent Drive and trust that a parking lot will not be added. A parking lot would seriously change the character of our neighborhood and result in negative environmental impacts.

No parking is proposed for the Fulton Crescent Drive access point.

Letter 6 – Bates, Brian, 12 June 2012

Comment 6-1 Comment Summary – My wife and I are against any plans to put a paved path in the Dollar Creek project area. The area already provides accessible and well used trails. The forest is not a place for paved trails and greater use, but rather a place where folks can discover nature through trails already in place.

Please refer to master response 1 regarding the purpose of the project.

Letter 7 – Bates, Dara, 12 June 2012

Comment 7-1 Comment Summary – I oppose creating a paved path in the project area. People have been enjoying the easily accessible trails and fire road for years and there is no need to destroy the wilderness with a paved path.

Please refer to master response 1 regarding the purpose of the project.

Comment 7-1 Comment Summary – Taxpayer dollars would be much better spent elsewhere.

Please refer to master response 2 regarding construction and maintenance costs.

Letter 8 - Duncan, 17 June 2012

Comment 8-1 Comment Summary – Bikers are noisy, incompatible with hikers and create too much noise. Please do not put the paved trail here – leave the existing unpaved trails for hikers. Protect the unpaved trails in Old County.

Please refer to master responses 3 and 6 regarding the purpose of paving the shared-use trail and compatibility with adjacent residential neighborhoods.

Comment 8-2 Comment Summary – A fortune has been spent on bike trails between Tahoe City and Truckee and not once have we seen a biker use it. Instead they crowd drivers on the highways and create conflicts.

Please refer to master response 2 regarding construction and maintenance costs. Please refer to master response 8 regarding trail use estimates. The proposed shared-use trail will serve a wide variety of bikes and walkers, but some road biking enthusiasts will continue to utilize highways for their trips.

Letter 9 - Truesdale, 19 June 2012

Comment 9-1 Comment Summary – I do not support paving new trails in our forests. How can the County justify paving new trails when pavement is being removed elsewhere in the Basin. The trail does not connect to anything significant – who is going to use it that doesn't already enjoy the unpaved trails?

Please refer to master responses 1 and 3 regarding the purpose of the project and the purpose of paving the shared-use trail. The pavement required for the shared-use trail will largely be located on high capability soils that can accommodate controlled runoff from the paved surface. Pavement that is being removed elsewhere in the Basin is typically located in low capability soils (sensitive soils) where runoff contributes to water quality degradation.

Comment 9-2 Comment Summary – Concerned that a paved trail located away from the main roads will be a temptation to ATVs and dirt bikers for speedy travel. Who will patrol the trail to make sure it is not used by motorized vehicles?

Please refer to master response 10 regarding the potential for use by ATVs and dirt bikes.

Comment 9-3 Comment Summary – Who will pay for maintenance?

Please refer to master response 2 regarding construction and maintenance costs.

Comment 9-4 Comment Summary – Parking is proposed on the Dollar Hill side, but what about the Fulton Crescent end? Will the forest be ripped up for more parking there? Parking at end of Fulton Crescent is already a problem and this project will attract more cars.

No parking is proposed for the Fulton Crescent Drive access point. Please refer to master response 7 regarding potential parking demand at Fulton Crescent Drive.

Comment 9-5 Comment Summary – How will increased traffic affect Old County, LaCrosse, and Fulton Crescent?

Please refer to master response 7 regarding traffic in the adjacent neighborhood.

Letter 10 – Keller, 19 June 2012

Comment 10-1 Comment Summary – OK with more trails in the forest, but not if they are paved. Tax dollars are needed elsewhere.

Please refer to master responses 1 and 3 regarding the purpose of paving the shared-use trail. Please refer to master response 2 regarding construction and maintenance costs.

Letter 11 – Lupo, 19 June 2012

Comment 11-1 Comment Summary – As a property owner in Tahoe City, I believe it is a misuse of public funds to extend a ribbon of asphalt, litterbugs and careless smokers deep into the National Forest. Extend the bike trail along North Lake Blvd.

Please refer to master response 2 regarding construction and maintenance costs. Please refer to master responses 3 and 6 regarding the purpose of paving the shared-use trail and compatibility with adjacent residential neighborhoods. Please refer to master response 4 regarding alternatives that were considered.

Letter 12 – Axell, 21 June 2012

Comment 12-1 Comment Summary – Opposes the extension of the current bike trail from the top of Dollar Hill to the end of Fulton Crescent Drive. It makes no sense and should not be located in the forest and away from SR 28.

Please refer to master response 4 regarding alternatives that were considered. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's sentiments about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Comment 12-2 Comment Summary – The forest should be kept as such- a wooded forest with no pavement, and no signs of development of any sort.

Please refer to master response 3 regarding the purpose of paving the shared-use trail.

Comment 12-3 Comment Summary – The only existing bike path that is constantly used on the North Shore is between Tahoe City and Alpine Meadows, because it is mostly flat and along the river. I rarely see anyone on the Dollar Hill to Tahoe City or even the west shore bike paths. Has anyone studied the usage of all the paths in the area?

Please refer to master response 8 regarding trail use estimates.

Comment 12-4 Comment Summary – Moving the bike path away from the main road will add delay for emergency response vehicles responding to accidents.

Please refer to master response 9 regarding emergency response.

Comment 12-5 Comment Summary – Existing bike trails are in poor shape and many provide hazards to cyclists (e.g., highway crossings, driveway crossings, steep hills, potholes, power poles, trees in the lane, etc.). Tax dollars would be better spent maintaining and improving existing bike paths.

Please refer to master response 2 regarding construction and maintenance costs. The Dollar Creek shared-use trail has been designed to reduce potential hazards between cyclists and automobiles (e.g., highway crossings, driveway crossings, steep hills, roadway hazards, utility poles, etc.). Studies of trail use conducted by TCPUD have shown substantial increases in use when obstacles are removed or improved along existing trail corridors.

Comment 12-6 Comment Summary – The forest is meant to be green and is the primary home of wildlife. Paving the trail will be bad for the environment and especially the wildlife.

Please refer to master response 5 regarding potential effects to wildlife and its habitat.

Letter 13 – Kieselhorst, 21 June 2012

Comment 13-1 Comment Summary – What is the purpose and need for paving the trail? Where is the demand? Has a statistical study been completed?

Please refer to master responses 1 and 3 regarding the purpose of paving the shared-use trail. Please refer to master response 8 regarding trail use estimates.

Comment 13-2 Comment Summary – What will the project cost? What is the cost per projected bike commuter?

Please refer to master response 2 regarding construction and maintenance costs. A cost per projected bike commuter has not been calculated.

Comment 13-3 Comment Summary – What will it cost to maintain the trail? Will operations include snow removal in winter, or will the trail be used only in summer?

Please refer to master response 2 regarding construction and maintenance costs. Snow removal operations are not proposed.

Comment 13-4 Comment Summary – Will paving natural terrain increase unwanted water runoff into the lake?

Please refer to master response 3 regarding the purpose of paving the shared-use trail and potential effects from water runoff.

Comment 13-5 Comment Summary – Why not put the trail next to SR 28? It would be less costly and less intrusive than paving over open space.

Please refer to master response 4 regarding alternatives that were considered.

Comment 13-6 Comment Summary – A paved trail will attract road bikers that are not compatible with existing trail users (e.g., dog walkers, walkers, mountain bikers)? What are the consequences of introducing new high speed element to the present use?

Please refer to master response 10 regarding potential conflicts between road bikes and other trail users (e.g., hikers, mountain bikers).

Comment 13-7 Comment Summary – The County should have higher priorities for the funding then paving over existing open space?

Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's feeling and beliefs about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Letter 14 – Schuchardt, 21 June 2012

Comment 14-1 Comment Summary – I agree with all the points made by Mr. Kieselhorst in his letter.

Comment noted. Please see responses to comment letter 13.

Letter 15 – Harris, 22 June 2012

Comment 15-1 Comment Summary – Mr. Harris asserts that the DCSUT will "potentially vest the rights" of the Highlands Village project thereby triggering a "fair argument" that the Dollar Creek shared use trail project will have a significant effect on the environment. Requests that Placer County prepare an EIR for the Dollar Creek shared use trail project based on "fair argument" standards in CEQA. The letter cites Friends of B Street v. City of Hayward (1980) and No Oil, inc., v. City of Los Angeles (1974) as examples of past court judgments against governments that failed to consider substantial evidence, contrary to other evidence in the record, in determining significant impact on the environment.

All development and subdivision permits from the Tahoe Regional Planning Agency and Placer County for the former Highlands Village project have expired. The Highlands Village project is not vested with either agency and will not become vested with an approval of the Dollar Creek shared-use trail project. All development allocations for new residential units and commercial floor area have been returned to TRPA allocation pools and are no longer assigned or reserved for Highlands Village. Should the Highlands Village project be resubmitted to the agencies for approval, the previous environmental documents would need to be updated and would need to consider the DCSUT project in their baseline conditions.

Comment 15-2 Comment Summary – Mr. Harris asserts that there is substantial evidence that the traffic impacts of the DCSUT project, in combination with the Highlands Village project, are significant and obvious.

Please refer to response to comment 15-1. The Highlands Village project approval has expired. As such, there are no cumulative traffic effects associated with that project.

Letter 16 – Lewis, NTPUD, 22 June 2012

Comment 16-1 Comment Summary – NTPUD supports the project with the understanding that the lead agencies continue to pursue a future multi-use trail between Dollar Hill and the North Tahoe Regional Park in Kings Beach, CA as stated in IS Section 2.4.

Comment noted.

Comment 16-2 Comment Summary – Does the Dollar Creek shared-use trail alignment allow for the future extension to connect with the Regional Park? NTPUD does not support this initial project if it does not allow remaining sections to be built with the same design requirements.

Through previous planning efforts led by the NTPUD for the “North Tahoe Bike Trail,” the preferred route to connect Dollar Hill to the Regional Park with a separated shared-use trail facility trends along the proposed Dollar Creek trail alignment. Other alignments studied in the past include one adjacent to Highway 28 and one or more higher in elevation than the Dollar Creek trail alignment. Those alignments had various constraints that would likely prevent the connection to occur and/or meeting the criteria of a shared-use trail facility. In light of those constraints, the proposed Dollar Creek alignment does not prevent future trail extensions to connect with the Regional Park.

Comment 16-3 Comment Summary – The deed restriction on the Firestone parcel requires use of the parcel for region wide requirements. Does the shared-use trail meet the Conservancy's definition of region wide?

The Tahoe Conservancy funded this planning effort, which required Conservancy Board approval, and Conservancy staff participates on the Advisory Committee for the project. The project fulfills a goal of the TRPA Regional plan – the Bike and Pedestrian Master Plan.

Comment 16-4 Comment Summary – The OMMS document states that a formal determination of operator shall occur following construction of the project. Section 2.8 conflicts with the OMMS and states the long-term trail operator will be determined prior to project construction. NTPUD believes the formal determination of the trail operator must be made prior to any project approvals.

The OMMS language will be revised to be consistent with Section 2.8 with respect to determining a long-term trail operator. Any proposed capital improvement project within the TRPA jurisdiction will be required to show a plan for operation and maintenance (O&M) prior to TRPA issuing a construction permit and will be required by the Conservancy as easement condition.

Comment 16-5 Comment Summary – NTPUD feels the County is the logical agency to create a region wide O&M funding program for the regional trail amenity. With expected visitor and tourist use, the NTPUD feels TOT are an applicable funding source, at least in part, for a County managed O&M funding program.

This comment addresses the future management of the proposed trail and not the environmental analysis. However, in response to the request for a new region wide O&M funding program, Placer County does not believe there is a need to create a region-wide O&M funding program for the proposed regional trail amenity. The project is located within the NTPUD jurisdiction where the NTPUD presently funds the O&M of existing public facilities such as beaches, the Regional Park, North Tahoe Event Center, and existing non-motorized shared-use trails. This does not mean that Placer County would not help pursue other funding sources for O&M of public facilities including this one; however, the proposed project facility aligns with the NTPUD's mission "to provide expanded and improve existing recreational facilities for our community". Therefore, the County believes NTPUD should be the lead agency for the Dollar Creek shared-use trail O&M.

Comment 16-6 Comment Summary – As stated in IS Section 2.1.2, an acquisition grant to NTPUD for the Firestone parcel was authorized by the Conservancy for purposes of a bike trail. The grant states that NTPUD would own and managed the acquired land and future projects constructed on the property. Based on Table 26, NTPUD would assume management, operations and maintenance costs for 21% of the project.

Please refer to response to comment 16-5. Placer County believes NTPUD should be the lead agency for the entire Dollar Creek shared-use trail O&M.

Comment 16-7 Comment Summary – The Dollar Creek shared use trail project area provides sufficient allowable base land coverage to construct the project.

Comment noted.

Comment 16-8 Comment Summary – As an environmental document, the IS does not need to provide construction and O&M cost estimates. However, this information will be necessary for ongoing project analysis.

Please refer to master response 2 regarding construction and maintenance costs.

Letter 17 – Scott, 23 June 2012

Comment 17-1 Comment Summary – Against the extension of the bike trail and what it will do to our way of life in this peaceful quiet neighborhood. The trail ends with no place to continue except to ride through the neighborhood down to SR 28 and the bike lanes.

Please refer to master responses 1 and 3 regarding the purpose of the project and the purpose of paving the shared-use trail.

Comment 17-2 Comment Summary – Existing trails are over used and are full of trash. My wife picks up trash on existing trails because there isn't enough funding to cover agency clean up.

Please refer to master response 2 regarding construction and maintenance costs.

Comment 17-3 Comment Summary – I have used the existing unpaved trails for 42 years – we do not need any more pavement. Paved bike lanes are now located on either side of SR 28 for those who want to use them.

Please refer to master responses 1 and 3 regarding the purpose of the project and the purpose of paving the shared-use trail.

Comment 17-4 Comment Summary – Placer County has not maintained Lynwood Drive or any roads in our neighborhood for over 20 years. Use the funds to maintain what we already have.

Please refer to master response 2 regarding construction and maintenance costs. In addition, funds pursued for a shared-use trail can only be used for trail construction and its O&M. Funds for Lynwood Drive and other County roads originate from and are generated from completely separate fund sources.

Letter 18 – Hoefler, 24 June 2012

Comment 18-1 Comment Summary – We are forwarding the letter sent to you by our neighbor Laurie Axell. We agree with all the points she made in her letter.

Comment noted. Please see responses to comment letter 12.

Letter 19 – Peacock, 26 June 2012

Comment 19-1 Comment Summary – Lives near Rumar and Lynwood and enjoys access to the forest at the end of Fulton Crescent Drive. We do not want a paved trail with direct access from our neighborhood. A paved trail will increase traffic significantly on both Lynwood and Fulton Crescent Drive.

Please refer to master response 7 regarding parking and traffic analysis and master response 10 regarding the County's proposed plan revision to reduce the prominence of the trail connection at Fulton Crescent Drive.

Comment 19-2 Comment Summary – The trail will create a parking problem on our streets as more people will use the trail.

Please refer to master response 7 regarding parking and traffic analysis.

Comment 19-3 Comment Summary – Please push the trail back up into the forest away from our neighborhood and leave the access to the trail in gravel and dirt to preserve our quiet neighborhood.

Please refer to master response 10 regarding the County's proposed plan revision to reduce the prominence of the trail connection at Fulton Crescent Drive. A paved trail is needed to serve the needs of a wide range of users.

Letter 20 – Gregor, 26 June 2012

Comment 20-1 Comment Summary – My husband and I are in favor of constructing the proposed trail and think that many of our neighbors will use the trail, specifically to avoid the dangerous left turn on Old County.

Comment noted. The Dollar Creek shared-use trail includes a marked crossing of SR 28 that connects the existing TCPUD multi-use trail to the proposed shared-use trail north of SR 28. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's sentiments about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Letter 21 – Anderson, 27 June 2012

Comment 21-1 Comment Summary – In favor of the proposed bike path because it will minimize car traffic, and provide cyclists and pedestrians with a safe, efficient alternative route.

Comment noted. Please refer to response to comment 20-1.

Letter 22 – Pudewell, 27 June 2012

Comment 22-1 Comment Summary – In favor of the proposed bike path because it will make it safer for cyclist in the Tahoe basin, taking them off the busy roadway.

Comment noted. Please refer to response to comment 20-1.

Letter 23 – Backhus, 28 June 2012

Comment 23-1 Comment Summary – Is not in favor of the trail until there is a through link to Tahoe Vista – the full project should be constructed as one piece. Then it would have a real purpose and more use.

This independent trail segment continues the existing TCPUD multi-use trail system. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's sentiments about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Comment 23-2 Comment Summary – Thinks that Placer County should use the money to repave Ward Creek Blvd and Courchevel Road, which are both a disaster.

Please refer to response to comment 17-4.

Letter 24 – Lehmkuhl, 28 June 2012

Comment 24-1 Comment Summary – Is opposed to the proposed bike path.

Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's feeling and beliefs about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Comment 24-2 Comment Summary – The natural forest environment behind our neighborhood will be irreparably changed if this ten foot wide ribbon of black asphalt is laid down through the forest.

Comment noted. The Dollar Creek shared-use trail IS/IEC document concludes that the project will not have a significant effect on the environment.

Comment 24-3 Comment Summary – Who will the trail benefit? More people use the existing unpaved trails to mountain bike or run than will use the paved trail for their road bikes. For tourists, it will be a trail to nowhere. Does not think local bike commuters will go miles out of their way to use the trail, even if it is extended to Tahoe Vista.

Please refer to master responses 1, 3 and 8 regarding project purpose, and use estimates.

Comment 24-4 Comment Summary – Concerned about the cost of the project. Money is better spent marking, improving and maintaining the existing trail system because both local and out of town people use the area for mountain bike riding.

Please refer to master response 2 regarding construction and maintenance costs. Please refer to master response 10 regarding the County's proposed plan revision to maintain the existing unpaved trail at the north end of the project alignment. Please refer to master responses 1 and 8 regarding trail purpose and projected use. The project will serve identified demand for multiple uses, including access to mountain biking trails.

Letter 25 – Grunder, 28 June 2012

Comment 25-1 Comment Summary – Concerned about the project because undeveloped wilderness around the lake is scarce and the proposed area is used by scores of people already. Removing vegetation and paving over this area will destroy the experience.

Please refer to master responses 3 and 5 regarding purpose of paving the trail and effects on wildlife. The forested area within the Project area is not an undisturbed wilderness. The project area was selected in part because of the historical use and existing disturbance (e.g., dam construction, trail and road construction, etc.) that is located within the project area. Please refer to master response 1 as well for establishing the need that a paved trail adds to the asset that the current unpaved trails currently provide. A paved trail is proven to be an asset to a wider range of users and the Project provides an alternative mode of transportation for residents, a new recreation opportunity for residents and visitors, and expands the current TCPUD multi-use paved trail network used by many today.

Comment 25-2 Comment Summary – The project will remove some of the adjacent wilderness that we purchased our homes to enjoy and will bring crowds up to us.

Please refer to master response 6 regarding compatibility of the trail with adjacent residential areas. We understand that neighborhood use and values may be closely interwoven with these lands. The strong resident attachments to this land leads to a higher level of public scrutiny and sensitivity to management activities in these areas, and as State and local public lands, the land management agencies need to consider the needs and interests of a broad public constituency when making decisions regarding appropriate uses.

Comment 25-3 Comment Summary – The project will increase auto traffic in a residential zone where children play.

Please refer to master response 7 regarding traffic in the adjacent neighborhood.

Letter 26 – Morgan, 28 June 2012

Comment 26-1 Comment Summary – I live at the end of the cul-de-sac on Polaris Road. Worried that the trail will run too close to my fence and create unwanted noise. My dogs already bark at every walker, biker and runner already.

Please refer to master response 6 regarding compatibility of the trail with adjacent residential areas. At the end of Polaris Road, the trail is over 300 feet from existing homes.

Letter 27 – Banfield, 28 June 2012

Comment 27-1 Comment Summary – We live on Fulton Crescent Drive and hike, bike and ski daily. A paved trail that goes to Dollar Hill will add to public use and enjoyment of an already great system. It is our hope that this trail is built, and links to Tahoe Vista and beyond.

Comment noted. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's feeling and beliefs about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Letter 28 – Wallis, 28 June 2012

Comment 28-1 Comment Summary – How many acres will be clear cut for the project?

No clear cutting is proposed to construct the trail. Trees within the limits of proposed cut and fill must be removed to construct the shared-use trail. The width of the graded corridor varies from 14 feet to a few locations of approximately 35 feet wide to accommodate switch backs in the middle section. Large trees over 30 inches in diameter at breast height will be avoided where necessary to comply with TRPA ordinances.

Comment 28-2 Comment Summary – How much fuel will be used by the contractor to build the project? How much fuel will be used by the construction workers to access the project site – expects that a non-Tahoe contractor will be used.

Air quality analysis prepared for the project includes assumptions for construction equipment to generate estimated emission levels. Appendix G summarizes the results of the air quality analysis required for the California Environmental Quality Act. Quantifying the amount of fuel used for construction equipment and worker trips is not required to comply with the act.

Comment 28-3 Comment Summary – What trail was used as a model for the 35,000 trip per year estimate? What percentage of those trips will be commute trips? Since commute trips will only occur in summer, how many years will it take until the amount of fuel saved exceeds the amount of fuel needed to build the trail?

Please refer to master response 8 regarding trail use estimates. Please refer to response to comment 28-2 regarding fuel consumption during trail construction. It is unknown how many years it will take for bike commuters to offset fuel used during construction.

Comment 28-4 Comment Summary – Has a survey been done to see how many annual user trips are currently done by existing users between Fulton Crescent and the boundary trail of the Tahoe Cross County Ski Area?

Please refer to master response 8 regarding trail use estimates.

Comment 28-5 Comment Summary – Have those existing users been asked whether they think their experience would be enhanced by paving the existing trail?

Please refer to master response 3 regarding the purpose of paving the shared-use trail.

Comment 28-6 Comment Summary – The trail has a projected 5% grade to raise the user about 250 feet in a mile. What other trails in the area have a similar rise over a similar distance – does trail use fall off as the climb begins?

Please refer to master response 8 regarding trail use estimates and the types of trails that were used to develop the regional use model. Over the 2.2 mile-long trail, the difference between the elevation at the south and north ends is approximately 196 feet, resulting in an overall average grade of approximately 1.7 percent. Note that the high point of the trail (located about 7,900 linear feet from SR 28) is approximately 250 feet above the elevation at the south end, resulting in an average grade of approximately 3.2 percent between SR 28 and the high point.

Comment 28-7 Comment Summary – How many of the projected users will drive to the highest point of the trail at the end of Fulton Crescent so that they can ride one way down hill and then shuttle back to get their cars? How will the County mitigate the traffic on Old County Road from those people who shuttle?

Please refer to master response 7 regarding traffic in the adjacent neighborhood and the concern that persons will shuttle users to the top of the trail. Please note that the high point of the trail is not located at the end of Fulton Crescent Drive, but approximately 3,900 linear feet from the trail's connection with Fulton Crescent Drive, where the trail is approximately 54 feet higher than the elevation at its connection to Fulton Crescent Drive.

Comment 28-8 Comment Summary – How will the County mitigate parking congestion at the upper end of the trail? The plan indicates a parking lot near Dollar Drive and I have been told that there will be no parking lot at the upper end. Can that be guaranteed?

Please refer to master response 7 regarding parking in the adjacent neighborhood. The project does not include parking at the end of Fulton Crescent Drive.

Comment 28-9 Comment Summary – What rules will be put into place for dog walkers who want to go to the little pond off the trail at Dollar Creek?

The project proposes no changes to rules or ordinances regarding dog walking.

Comment 28-10 Comment Summary – At public forums, you have said that road bikers are not expected to abandon the highway route. I am sure mountain bikers, trail runners, and dog walkers prefer the dirt as well as family groups that chose to hike in the woods. So, who is the demographic you are building the trail for?

Please refer to master responses 1, 3 and 8 regarding project purpose, and use estimates.

Comment 28-11 Comment Summary – Has the County considered that in the 20 years since this trail was envisioned, bicycles have changed dramatically so that grading, maintaining, and signing the existing trail may be all that is needed to attract more users.

Please refer to master responses 1, 3 and 8 regarding project purpose, and use estimates.

Comment 28-12 Comment Summary -- Has the County done a survey to determine whether the existing forested unpaved trails are more of an asset and attraction to Tahoe visitors and residents than a paved trail?

No surveys have been performed specifically for this project. Regional transportation planning documents that call for the development of shared-use trails like the Dollar Creek shared-use trail have used data collected through resident and visitor surveys. More information on those surveys is provided in the Bike and Pedestrian Master Plan (TRPA 2010).

Comment 28-13 Comment Summary – Europeans that I have met tell me that they come to the American West to experience mountains that are less developed than theirs.

Comment noted.

Letter 29 – Kieselhorst, 1 July 2012

Comment 29-1 Comment Summary – Thinks paving the existing dirt trails degrades the wilderness experience. Instead of paving the existing dirt trails, just improve them with a natural, engineered smooth surface. There is an example in the Burton Creek area just east of Antone Meadows. Other people that know about the existing unpaved trail near Antone Meadows indicate that it was constructed about 10 years ago, has not required maintenance, and was designed to meet specific ADA criteria to qualify it for certain financing.

Please refer to master responses 3 and 4 regarding the reason for paving the trail and alternatives that were considered. The environmental analysis for the proposed project supports a finding of no significant impact on the environment. Based on public comment, the draft plans for trail composition have been revised as indicated in master responses 4 and 10 to use a 6-foot wide decomposed granite surface where it connects to Fulton Crescent Drive. The change reflects comments to have a more befitting trailhead and trail connection to the County road and neighborhood. However, the remainder of the trail remains pavement and the width of 10 feet to fully support multiple uses

Letter 30 – Landowne, 1 July 2012

Comment 30-1 Comment Summary – Continue the bike path around the lake shore, not in the proposed location.

Please refer to master response 4 regarding alternatives that were considered

Comment 30-2 Comment Summary – Don't pave over the existing dirt trails, pavement changes our connection with nature and causes runoff, something we should be extra careful with in the Lake Tahoe Basin.

Please refer to master response 3 regarding the purpose of paving the shared-use trail.

Comment 30-3 Comment Summary – I understand that riding bikes to town is better than driving, but mountain bikes work fine without asphalt. The asphalt will break down and need upkeep, which requires future monies.

Please refer to master response 2 regarding construction and maintenance costs.

Comment 30-4 Comment Summary – Don't waste money on the trail or its future upkeep – it would just be using money for the sake of it (use it or lose it). There must be others who need it more.

Please refer to master response 2 regarding construction and maintenance costs.

Comment 30-5 Comment Summary – Lighting the trail would be horrible. Light pollution is a big problem – night lighting disrupts endocrine systems of all animals, plants and humans.

Please refer to master response 6 regarding neighborhood compatibility. No lighting is proposed for the Dollar Creek shared-use trail project.

Comment 30-6 Comment Summary – We don't want pavement, parking lots, and lights in our neighborhood. This is not why we came to Tahoe. It will reduce my property value.

Please refer to master response 6 regarding compatibility of the trail with adjacent residential areas.

Letter 31 – Sasaki, CA State Parks, 2 July 2012

Comment 31-1 Comment Summary – The California Department of Parks and Recreation (CDRP) may take ownership of the Dollar property in the future as a result of land exchange between the Conservancy and CDRP. CDRP supports a legal easement that includes signage and maintenance for the shared-use trail through the Dollar property between the Conservancy and the NTPUD.

Comment noted.

Letter 32 – Landowne, 2 July 2012

Comment 32-1 Comment Summary – Please don't put lights (or pavement) in our woods. Attaches a letter from the International Dark Sky Association to explain the problems created by night lighting.

Please refer to master response 6 regarding neighborhood compatibility. No lighting is proposed for the Dollar Creek shared-use trail project.

Letter 33 – Maron, 2 July 2012

Comment 33-1 Comment Summary – My husband and I live in Cedar Flat, are avid bike riders, and support the idea of the proposed trail.

Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's feeling and beliefs about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Letter 34 – Crotta, 4 July 2012

Comment 34-1 Comment Summary – Shouldn't the bike path be located next to the road as in the path between Dollar Point and Sunnyside? This would be more effective for commuters.

Please refer to master response 4 regarding alternatives that were considered.

Comment 34-2 Comment Summary – If the purpose of the project is to get people out in the woods, consider building a trail that starts near SR 28 and loops through the forest for recreational use, but does not connect to Fulton Crescent Drive?

Please refer to master response 4 regarding alternatives that were considered.

Comment 34-3 Comment Summary – What is the first reason for the path – scenic, commuting, etc?

Please refer to master response 1 regarding the purpose of the project.

Letter 35 – Asmus, 4 July 2012

Comment 35-1 Comment Summary – Do not pave our woodlands. Tourists and locals come to Tahoe for nature, woods, mountains, and the Lake alike. We don't need pavement, a well kept dirt trail is far more enjoyable, less costly, and is what hiking and biking in the woods is all about.

Please refer to master responses 1 and 3 regarding the purpose of the project and paving the shared-use trail.

Comment 35-2 Comment Summary – If the purpose is to extend the bike path, your route seems to be the long way round and confusing for visitors as you end up in a residential neighborhood and have to go back down to the road anyway without gaining much distance.

Please refer to master response 4 regarding alternatives that were considered.

Comment 35-3 Comment Summary – Consider a scenario that could happen – you spend all the time, money and manpower to build the paved trail and two months later an owl nests 3 feet away and the trail has to be shut down – shutting down a dirt trail is a lot easier and less costly.

Comment noted. At present, there are no known nest sites for sensitive birds within the project area. Surveys for sensitive bird species were conducted for the environmental documentation and are required before construction to assure that no active nest sites are impacted by construction.

Letter 36 – Burghardt, 5 July 2012

Comment 36-1 Comment Summary – Upset to hear that the County is planning to pave a section of trail that would lead to our neighborhood. Paving this existing dirt trail will change the amount of noise and alter the traffic pattern in a negative way.

Please refer to master responses 1 and 3 regarding the purpose of the project and paving the shared-use trail. Please refer to master response 6 regarding compatibility of the trail with adjacent residential areas. Please refer to master response 7 regarding traffic in the adjacent neighborhood.

Comment 36-2 Comment Summary – It would make more sense to continue the existing bike path around the lake via SR 28 and not ruin the network of dirt trails in our neighborhood.

Please refer to master response 4 regarding alternatives that were considered.

Letter 37 – Guzzi, 5 July 2012

Comment 37-1 Comment Summary – Opposed to the extension of the paved bike trail from Dollar Hill to Fulton Crescent Drive.

Comment noted. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's feeling and beliefs about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation.

Comment 37-2 Comment Summary – The paved trail and proposed parking will increase access for motorized vehicles, which are already causing negative environmental impacts in this area.

Please refer to master response 10 regarding the potential for use by ATVs and dirt bikes.

Comment 37-3 Comment Summary – The paved trail does not offer a viable alternative to SR 28 because it would require riders to go farther than if they stay on SR 28. The trail does not connect directly to the Cedar Flat neighborhood. The trail extension will not provide additional recreational benefits – the existing USFS roads serve walkers, joggers and bicycles. A paved trail would only cause harm to the forest from construction and increased motorized travel.

Please refer to master responses 3 and 4 regarding the purpose of paving the trail and alternatives that were considered.

Comment 37-4 Comment Summary – The project is not desired by the communities, certainly not the affected neighborhoods, does not serve the intended purposes, will be damaging to the environment, and is a waste of money.

Comment noted. Comments that state a position for or against the Project are appreciated as they give the agencies a sense of the public's sentiments about the proposed action. Such information may be used by the decision maker(s) in arriving at a decision. However, this is not a comment on the specific content or adequacy of the environmental documentation other than the opinion of damage to the environment. The environmental analysis of the proposed project indicates no significant impact to the environment with implementation of identified mitigation measures.

Letter 38 – Yjord-Jackson, 6 July 2012

Comment 38-1 Comment Summary – Lake Tahoe is a mountain bike and off-road destination for those who want to separate themselves from development and pavement. Paving the forest would eliminate the natural state that currently exists. Many have purchased homes in this neighborhood because of its quiet atmosphere and the natural state of the adjacent forest. There is no need to pave existing trails.

Please refer to master responses 3 and 6 regarding the purpose of paving the shared-use trail and compatibility with adjacent residential neighborhoods.

Comment 38-2 Comment Summary – The State of California is in an incredible amount of debt – where will funding come from for this project?

Please refer to master response 2 regarding construction and maintenance costs.

Letter 39 – Spencer, 6 July 2012

Comment 39-1 Comment Summary – Opposes the paved trail. The trail should be located next to the highway, not through a forest. There are existing trails in both the forest and along the highway.

Please refer to master response 4 regarding alternatives that were considered.

Comment 39-2 Comment Summary – Asphalt is known to leach PAH's into the soil. The forest does not need further spoiling, or polluting of vernal pools.

Please refer to master responses 3 and 5 regarding the potential effects of using asphalt for the trail surface and habitat disturbance. There are no vernal pools in the project area.

Mapped stream zones will be avoided or spanned using a bridge at Dollar Creek.

Comment 39-3 Comment Summary – The Drummond Anemone and Dicentra are in the project area and are considered “one of the rarer of Tahoe wildflowers” by local expert Laird Blackwell. The path would destroy habitat for wildlife.

Please refer to master response 5 regarding the listed plant species and effects to wildlife habitat.

Letter 40 – Jackson, 6 July 2012

Comment 40-1 Comment Summary – The State of California is on the brink of bankruptcy and the fed is not far behind. We need to prioritize the little money we have – spend it on the roads or repair the existing paths that are in disrepair?

Please refer to master response 2 regarding construction and maintenance costs.

Comment 40-2 Comment Summary – Existing dirt roads and paths serve existing hikers and bikers. Paving the paths creates an unwanted Disney environment that takes away what most people look for when they visit – undeveloped mountains. Bike paths are great along the lake closer or part of roads in developed areas.

Please refer to master responses 3 and 6 regarding the purpose of paving the shared-use trail and compatibility with adjacent residential neighborhoods.

Comment 40-3 Comment Summary – Provide complete plans with backup of the statements made the environmental document rather than lectures promoting your ideas.

A complete set of preliminary design plans is included as Appendix C in the Initial Study/Initial Environmental Checklist. Conclusions (e.g., impact significance) in the IS/IEC are supported by evidence in the record. Additional response is not possible because the comment does not include an example of a statement that is not supported.

Comment 40-4 Comment Summary – Hold open forums in order to receive feed back from the people who will use your proposal.

Public meetings were noticed and held before (October 18, 2011) and during (June 28, 2012) the circulation of the environmental document to provide an opportunity for public input.

Letter 41 – McDonald, 6 July 2012

Comment 41-1 Comment Summary – We are avid mountain bikers and are against the project – why put a paved trail in a beautiful greenbelt area?

Please refer to master responses 3 and 4 regarding the purpose of paving the trail and alternatives that were considered.

Comment 41-2 Comment Summary – Environmental Issues: Existing trails already link our neighborhood to jobs, schools, shopping and recreation areas. Why do we need pavement to walk and ride on? Paving the trail will bring a man made aspect to the backcountry of the Tahoe National Forest, which is appreciated for its natural beauty.

Please refer to master response 3 regarding the purpose of paving the trail.

Comment 41-3 Comment Summary – Environmental Issues: There could be a trash and litter issue. Are trash cans and out-houses next?

Please refer to master response 6 regarding the compatibility of the shared-use trail with adjacent residential neighborhoods. Trash cans will be included at the trailhead parking facility (near SR 28) if constructed, but not along the trail alignment. No restroom facilities are proposed.

Comment 41-4 Comment Summary – Neighborhood and Financial Concerns: If the project is for the people in our neighborhood, the majority of us do not want it. If the project is for others to have access, we definitely do not want it. This is a quiet neighborhood, we don't want more cars, bikes and pedestrian traffic. This is a safe neighborhood, that would change if this trail is put in.

Please refer to master response 6 regarding the compatibility of the shared-use trail with adjacent residential neighborhoods. Please refer to master response 7 regarding traffic in the adjacent neighborhood.

Comment 41-5 Comment Summary – Neighborhood and Financial Concerns: Parking is already an issue on weekends and holidays. The trail will make it worse.

Please refer to master response 7 regarding parking in the adjacent neighborhood.

Comment 41-6 Comment Summary – Neighborhood and Financial Concerns: Aren't there more important projects to spend money on instead of paving the National Forest? How much will ongoing maintenance cost?

Please refer to master responses 1 and 2 regarding the purpose of the project and construction and maintenance costs. Note that the project is located on Conservancy (State of California) and NTPUD lands that were purchased partly to provide for increased recreational access. The project is not located on National Forest lands.

Letter 42 – Sheehy, 6 July 2012

Comment 42-1 Comment Summary – The existing trails and streets are not properly maintained. Where are the funds coming from to maintain a paved road in the middle of the woods? This is not an environment that is conducive to a paved road. What is the budget for maintenance, and where will the funds to maintain the road come from?

Please refer to master response 2 regarding construction and maintenance costs.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
RESPONSE TO COMMENTS ON THE IS/MITIGATED NEG DEC

Comment 42-2 Comment Summary – Where are the studies to back up statements for justifying the installation costs and the disruption to the wildlife in the woods, the pollution and the health hazards to the residents? What is the exposure and liability of what a pave trail introduces to the city/county?

Please refer to master responses 1 and 3 regarding the purpose of paving the shared-use trail. No adverse health hazards have been identified in the environmental document. The IS/IEC and its appendices include the studies to support the findings of no significant impact.

Comment 42-3 Comment Summary – The heavy equipment with diesel chemical and fumes from the paving materials will expose individuals in the area to health hazards.

Please refer to master response 10 regarding the air quality emissions from project construction. Short-term construction emissions will comply with State and local standards to protect public health.

Comment 42-4 Comment Summary – How will this project impact the Pileated woodpecker?

Please refer to master response 5 regarding potential effects to the Pileated woodpecker.

Comment 42-5 Comment Summary – How will usage of the existing trails decrease with the construction of the paved trail?

Please refer to master response 8 regarding trail use estimates.

Comment 42-6 Comment Summary – What studies substantiate the claim that this project will improve a non-motorized transportation network? Why not use the funds for water transportation, that would actually take cars off the road and reduce automobile traffic?

Please refer to master response 4 regarding alternatives that were considered.

Comment 42-7 Comment Summary – There is currently a bike trail in the west shore and the traffic is significantly worse than on the north shore. What is the logic that this trail will decrease traffic?

Please refer to master response 7 regarding traffic analysis.

Comment 42-8 Comment Summary – Many existing users have dogs – have you considered all the people that will now get in their cars and drive somewhere else to walk their dogs?

Please refer to master response 8 regarding trail use estimates.

Comment 42-9 Comment Summary – There are conflicts on other trails (e.g., along the Truckee River) between people flying on road bikes and those walking.

The project design is a shared-use trail capable of accommodating multiple uses, including road bikes and pedestrians. Please refer to master responses 4 and 10 regarding the County's proposed plan revision to maintain an unpaved trail parallel to the Dollar Creek shared-use trail.

Comment 42-10 Comment Summary – The existing unpaved trail is great for mountain biking and hiking. How does a paved road enhance that? Mixing road bikers with hikers, dogs and wild animals will create a dangerous situation and liability to the county. Have you surveyed existing users that will now get in their cars to go to a natural area?

Please refer to master response 3 regarding the purpose of paving the shared-use trail. Please refer to master response 8 regarding trail use estimates.

Comment 42-11 Comment Summary – What are the regional lakefront, riverfront, cultural/historical opportunities that this trail will provide when paved?

Please refer to master response 1 regarding the purpose of the project. The proposed trail will better connect adjacent neighborhoods to existing trail networks and the opportunities that they presently serve.

Comment 42-12 Comment Summary – The statements about the benefit of this project are general and not substantiated. Where is the backup and studies or is this someone's opinion? Where are the numbers to substantiate the comment that this will be used as an alternative transportation route to Tahoe City? What is the cost for each person to be able to ride their bike to Tahoe City?

Please refer to master responses 1 and 3 regarding the purpose of paving the trail. Regional planning studies have identified the need for shared-use trail networks in the Tahoe Basin. Please refer to master response 2 regarding the costs for construction and maintenance of the trail.

Comment 42-13 Comment Summary – The pollution and destruction of the woods are a high cost for small gain? The toxic smells and noise that will be created by this project is extremely unhealthy.

Please refer to master response 10 regarding the air quality emissions from project construction. Short-term construction emissions will comply with State and local standards to protect public health. Please refer to master response 6 regarding noise levels associated with the trail.

Comment 42-14 Comment Summary – Many existing trail users are not aware of this proposal. Many leave the area this time of year to avoid the crowds and the deadline to respond was the week of July 4th.

Please refer to response to comment 40-4. The County notified adjacent neighborhoods of the Project in October 2011. In early June 2012, at the start of the 30-day public comment period on the draft environmental document, the County notified adjacent neighborhoods of the release of the environmental document.

Letter 43 – Morgan, California State Clearinghouse, 6 July 2012

Comment 43-1 Comment Summary – Letter to acknowledge compliance with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Comment noted.

MODIFICATIONS TO THE INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST DATED JUNE 5, 2012

The following changes will be made to the Initial Study dated June 5, 2012. Underlined text is new text that has been added to the Initial Study. Text that is shown in ~~strikeout~~ has been removed from the Initial Study.

Add text describing the shared-use trail alignment at the northern end of the project and at the connection with Fulton Crescent Drive.

2.6.1 Shared-Use Trail Alignment Description

The trail begins at the termination of the existing TCPUD multi-use trail near the intersection of Dollar Drive and SR 28. The Project starts with a crossing of SR 28 between the Dollar Drive and Fabian Way intersections (at a point just east of the 7-Eleven convenience store). Section 2.6.2.7 describes the SR 28 crossing in greater detail.

After crossing SR 28, the trail alignment crosses the Caltrans ROW to the northeast, passes behind a recently constructed bus shelter, and follows the NTPUD property line northerly along existing unpaved roadways and trails. Existing unpaved trails connect the proposed shared-use trail to the residential neighborhood located to the west. Near the end of Country Club Drive, the trail alignment heads northwest within Conservancy-owned lands along an existing unpaved roadway that parallels Dollar Creek to the south. The trail alignment turns north at a point where the existing unpaved road becomes too steep for a paved shared-use trail and crosses Dollar Creek (approximately 450 feet downstream of Dollar Reservoir) using an approximately 100-foot long bridge span.

North of the Dollar Creek trail crossing, the trail alignment follows contours in a northerly direction and uses several switch backs to climb a hillside to intersect an existing unpaved trail located to the west of Beverly Drive and the termination of Old County Road. This middle portion of the trail alignment crosses several existing unpaved trails that run in an east-west orientation, but does not follow existing trails because none currently exist. The remainder of the trail alignment (northerly portion) follows an existing unpaved trail with one exception where the shared-use trail veers to the west of the existing dirt trail to avoid a mapped SEZ. The northern terminus of the shared-use trail alignment follows an existing unpaved trail to the east (south of National Forest Lands) and then south parallel to a public roadway (Road 16N74) that provides seasonal access (June 1 to November 1) to National Forest Lands from the terminus of Fulton Crescent Drive. This portion of the trail is located on NV Energy lands located just west of the end of Fulton Crescent Drive.

Based on public comment received during circulation of the IS/IEC, the County is proposing a plan revision to the trail design at the northern end of the trail alignment. In this location, which runs from the trail connection near the end of Fulton Crescent Drive to the intersection with the unpaved trail that accesses Mount Watson and Watson lake to the west, the revised design would maintain a narrow unpaved trail parallel to the proposed Dollar Creek shared-use trail. In addition, for a portion of the Dollar Creek shared-use trail alignment near the connection to Fulton Crescent Drive (e.g., much of the alignment located on NV Energy lands), the plan revision would replace the proposed 10-foot wide shared-use trail with a 6-foot wide trail.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MODIFICATIONS TO THE IS/MITIGATED NEG DEC

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ATTACHMENT A

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA Guidelines Section 15097 requires the adoption of a program by a public agency for monitoring or reporting on the project revisions or measures it has imposed to mitigate or avoid significant impacts of a project. The plan implementation and impact mitigation measures that are incorporated into the Project are contained in the Dollar Creek Shared-Use Trail Project Initial Study. Detailed descriptions of each measure are included below.

The following mitigation measures are those measures that are required for construction and operation of the Dollar Creek Shared-Use Trail. Each of the mitigation measures includes a description of the measure that is required to be completed, the impacts that are mitigated, and the lead, implementing, and the monitoring agency. Also included is the timing associated with the implementation of the mitigation measure.

Mitigation Measure SR-1. Tree Protection and Avoidance Measures

Description

Tree Survey and Evaluation: Prior to completion of final construction drawings, the County shall complete a detailed tree survey identifying the precise number, size and species of trees to be removed for construction of facility features. Evaluation of nearby trees will determine if they pose a hazard to high traffic areas, or risk to structures, are disease ridden, contribute to the expansion of disease or result in increased fire danger. Final project plans shall demonstrate compliance with TRPA revised Code Chapter 61 for tree removal provisions.

Avoidance: If required by TRPA at the time final project plans are prepared for permit acknowledgment, trees identified within the existing trail alignment 30-inches diameter at breast height (dbh) or larger shall be retained and avoided. If necessary, the trail alignment shall be modified or re-routed in order to prevent any damage to trees larger than 30-inches dbh. The Project design avoids tree removal when reasonable alternative routing opportunities exist. Where site conditions allow, the trail winds through the trees, retaining the character of a forest trail. On these sites, the trail alignment passes within the drip-line of mature trees, reducing threats to long-term tree survival by encroaching on one side only and setting trail surface grades to reduce excavation or fill.

Tree Protection Measures: Final construction drawings shall identify trees requiring protection during construction. Trees are to be fenced at the drip-line in accordance with TRPA revised Code Subsection 33.6.10. If the Project must be located within the drip-line of a tree, two by four (2x4) lumber secured with banding around the trunk of the tree shall protect the tree bole from construction equipment damage.

Alternative protections (e.g., use of construction exclusion fencing) may be identified for areas of dense tree stands. No material storage or equipment parking shall occur within the drip-lines of retained trees. Maintenance of tree protection measures shall occur throughout the construction period to maintain the originally installed condition. A qualified professional (i.e. certified Arborist or equivalent) shall

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

perform the cutting or pruning of tree roots for those trees to be retained. To minimize root damage, actions of root pruning shall be hand dug. Hand pruning of roots shall utilize clean and sharp tools and saws. Roots shall be cleanly cut to prevent disease introduction. Exposed roots shall be covered to prevent drying. The Tree Protection Plan shall include monitoring of the trees slated for retention for a period of three years. Mortality of any of the retained trees shall require the replacement of trees lost utilizing the same species and relative location.

Impacts Mitigated

Degradation of scenic quality along state or federal highways, Pioneer Trail, and Lake Tahoe. Inconsistency with TRPA Scenic Quality Improvement Program or Design Review Guidelines. Removal of native live, dead or dying trees 30 inches or greater in diameter at breast height within TRPA's Conservation or Recreation land use classifications. Deterioration of existing fish or wildlife habitat quantity or quality. Potential violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality

Mitigation Level

Protection of scenic quality ratings, trees 30 inches or greater in diameter, and existing fish or wildlife habitat quantity or quality. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.

Lead Agency

County

Implementing Agency

County

Monitoring Agency

County

Timing

Start: At time of permit acknowledgement

Complete: At time of permit acknowledgement

Mitigation Measure SR-2. Visual Screening

Description

Boulders or log fencing, as discussed in Section 2.6.2.9 shall be utilized in the vicinity of the SR 28 crossing and trailhead access roadway intersection. Existing boulders along SR 28 that inhibit construction shall be retained and replaced onsite between the trail and SR 28 following construction to provide both a physical and visual barrier. In addition, vegetative screening in the form of replacement trees and native shrubs shall be located in the vicinity of the trail and optional trailhead parking access road at SR 28. Vegetation shall be located along both the trail and parking access road, particularly in the area between the two routes, north of the existing bus shelter and shall separate the trail and parking access road from SR 28. Installation of vegetative screening shall occur following trail construction, as part of the Restoration and Revegetation Plans (RRPs) outlined in Appendix E.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	Degradation of scenic quality along state or federal highways, Pioneer Trail, and Lake Tahoe. Inconsistency with TRPA Scenic Quality Improvement Program or Design Review Guidelines.
Mitigation Level	Protection of scenic quality ratings.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure AGR-1. Public Agency Right-of-Way Exemption Calfire

Description	The Project Applicant shall file a Public Agency Right-of-Way exemption with Calfire to comply with requirements for conversion of Timberland for installation of public service projects. Tree removal shall occur along the trail corridor and be completed within one year of filing by a Registered Professional Forester and a Licensed Timber Operator.
Impacts Mitigated	Loss of forest land or conversion of forest land to non-forest use.
Mitigation Level	Compliance with requirements of conversion of Timberland for installation of public services projects.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: Within on year of filing Right-Of-Way Exemption

Mitigation Measure AQ-1. Conform to District Rule 228 – Fugitive Dust Control Plan

Description	The Project Applicant shall implement standard dust mitigation and controls required by Placer County Air Pollution Control District (PCAPCD) Rule 228 - Fugitive Dust. Rule 228 applies to the entire County and addresses fugitive dust generated by construction and grading activities and by other land use practices including recreational uses. Examples of dust sources that are subject to Rule 228 are excavating and trenching, drilling, boring, earthmoving and grading operations, pavement cutting operations, brush clearing, travel on unpaved roads within construction sites and wind-blown dust from
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

unprotected grading areas and stockpiles. Rule 228 prohibits visible dust crossing project area boundaries, generation of high levels of visible dust (i.e., dust sufficient to obscure vision by 40%) and places controls on the track-out of dirt and mud on public roads. The rule also established minimum dust mitigation and control requirements that must be used for all construction and grading activities.

When an area to be disturbed is greater than one acre, and if required by a Condition of Approval of a discretionary permit, a dust control plan (DCP) shall be submitted to and approved by the District prior to construction that identifies fugitive dust control strategies and construction BMPs to avoid track-out, protect existing vegetation and properly maintain stockpiles. The dust control plan instructions shall contain a DCP Application form. Completion of this application and subsequent approval by the District shall satisfy requirements to have a dust control plan. Failure to implement the plan is subject to enforcement through the Conditions of Approval, and by the District through Rule 228.

Within the project area, few limitations to typical DCP elements exist. Site watering shall occur to avoid spray beyond the project area in those locations with narrow right-of-way (e.g. where residences or other structures lie close to the project area). Additionally, equipment washing shall occur on high capability land with the discharge contained to avoid runoff. AQ-1 shall also meet the requirements stated in mitigation measure GEO-5.

Impacts Mitigated

Compliance with air quality standards or substantial contribution to an existing or projected air quality violation. Deterioration of ambient (existing) air quality. Potential violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality

Mitigation Level

Implement standard dust mitigation and controls. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.

Lead Agency

County

Implementing Agency

County

Monitoring Agency

County

Timing

Start: Prior to construction activities

Complete: Following initial construction activities

Mitigation Measure AQ-2. PCAPCD Recommended Construction Measures

Description

The County shall require the construction contractor(s) to implement the following construction control measures:

- Site watering shall occur avoiding spraying beyond the project area in those locations with narrow right-of-way (e.g. where residences or other structures lie close to the project area). Additionally, equipment washing shall occur on high capability land with the discharge contained to avoid runoff.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

- Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits shall cease operations immediately.
- The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
- During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the lead agency).
- The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- During construction, no open burning of removed vegetation shall be allowed unless permitted with PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
- Processes that discharge two (2) pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. Developers/contractors shall contact the PCAPCD prior to construction or use of equipment and obtain any necessary permits.
- Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the PCAPCD. If the PCAPCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by the PCAPCD, to the local jurisdiction (city or county) that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving PCAPCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.
- Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

is added after submission of the inventory, the prime contractor shall contact the PCAPCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the Project representative shall provide the PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

- Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the PCAPCD for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
- Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for diesel-powered equipment.

Impacts Mitigated	Compliance with air quality standards or substantial contribution to an existing or projected air quality violation. Deterioration of ambient (existing) air quality. Increased use of diesel fuel.	
Mitigation Level	Implement standard dust mitigation and controls.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	After construction activities

Mitigation Measure BIO-1. Pre-Construction Surveys for Wildlife Species

Description

A. Northern goshawk. TRPA revised Code Section 62.4 requires the determination of 0.5-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for northern goshawk shall be conducted in the spring prior to commencement of construction activities in accordance with applicable protocol (USFS August 2000).

A qualified biologist, as determined by TRPA or California Department of Fish and Game (CDFG), shall follow applicable protocol to conduct pre-construction surveys within suitable nesting habitat for northern goshawk within 0.5 miles of the project area. If nests are encountered, the biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by the qualified biologist during active construction. If the biologist determines that construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA or CDFG.

B. Yellow warbler. As required by the Migratory Bird Treaty Act (MBTA), pre-construction surveys for tree-nesting raptors and migratory songbirds shall be conducted within 30 days prior to construction activities that occur between March 15 and August 31 nesting period.

A qualified biologist, as determined by CDFG, shall conduct pre-construction surveys within suitable nesting habitat for tree nesting raptors and migratory songbirds within 250 feet of the project area. If nests are encountered, the qualified biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

C. Osprey. TRPA revised Code Section 62.4 requires the determination of 0.25-mile radius disturbance zones, as based on the presence of nest sites. To determine the presence of nest sites within and in the vicinity of the project area, pre-construction surveys for osprey shall be conducted no more than two weeks prior to commencement of construction activities in accordance with applicable protocol.

A qualified biologist, as determined by TRPA, shall conduct pre-construction surveys within suitable nesting habitat for osprey within 0.25 miles of the project area. If nests are encountered, TRPA shall be notified and appropriate actions taken to avoid and minimize significant

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the active nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. TRPA biologists shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from TRPA.

D. California spotted owl. As required by CDFG, pre-construction surveys for California spotted owl shall be conducted in the spring (i.e., March, April and May) prior to commencement of construction activities.

A qualified biologist, as determined by CDFG, shall follow applicable protocol (USFS February 1993) and conduct pre-construction surveys within suitable nesting habitat for California spotted owl within 0.5 miles of the project area. Should California spotted owls be discovered nesting within 0.5 miles of the project area, CDFG shall be notified and appropriate actions taken to avoid and minimize significant effects to a nest and roosting individuals, which may include creation of a buffer zone to protect the nest from construction activities.

The biologist shall determine, depending on conditions specific to each nest and the relative location and rate of construction activities, if it may be feasible for construction to occur as planned without impacting the breeding effort. CDFG shall be consulted to determine if and when construction activities can be initiated. The nest(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the nest and roosting individuals, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities within the buffer until either the nest is no longer active or the Project receives approval to continue from CDFG.

E. American marten. TRPA revised Code Section 62.3 requires protection of American marten den sites.

A qualified biologist, as determined by TRPA, shall follow applicable protocol (PSW GTR157, USFS 1995) and conduct a pre-construction survey for American marten den sites within 100 feet from the shared-use trail corridor.

Should a den be discovered, TRPA and CDFG shall be notified and appropriate actions taken to avoid impacts to the den site and individuals, which may include creation of a buffer zone to protect the den from construction activities. The den(s) shall be monitored by a qualified biologist during active construction. If, in the professional opinion of the biologist, construction activities significantly affect the den, the biologist shall immediately inform the construction manager. The construction manager shall stop construction activities in the den vicinity based on CDFG direction.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	Potential adverse effect, either directly or through habitat modifications to species identified as candidate, sensitive, or special status species in regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Potential reduction in the number of unique, rare, or endangered species of animals. Potential deterioration of existing fish or wildlife habitat.
Mitigation Level	Protection of wildlife habitat and species identified as candidate, sensitive, or special status species. Protection of existing fish or wildlife habitat quantity or quality.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: Prior to construction activities Complete: Following initial construction activities

Mitigation Measure BIO-2. Dollar Creek Wetland Delineation and Avoidance of Impacts

Description	The area included in the wetland delineation shall be expanded downstream to the area surrounding the proposed location of the Dollar Creek bridge span, as the current delineation did not include the area below or immediately downstream of the proposed bridge span location. The existing delineated area shall be expanded to from its current extent downstream and to the west to a sufficient location to include all potential impacts to the wetland habitat and Dollar Creek. Upon completion of the preliminary delineation and subsequent acceptance of the wetland area by the US Army Corps of Engineers, the bridge span/design or location shall be modified, if necessary to avoid impacts to the delineated wetland and SEZ areas.
Impacts Mitigated	Potential adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.
Mitigation Level	Protection of delineated wetland and SEZ areas.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure BIO-3. Active Raptor and Migratory Bird Nest Site and Wildfire Nursery Site Protection Program

Description	<p>As required by the MBTA (50 CFR Part 10), the Program shall include surveys, consultation, and protective actions to identify any active raptor or migratory bird nest sites and wildlife nursery sites within shared-use trail construction corridor. If construction activities will occur during the nesting/breeding season (i.e., March through August), a qualified biologist, as determined by TRPA, CDFG or USFWS, shall perform pre-construction surveys during the nesting/breeding season prior to commencement of active construction (e.g., excavation, grading and tree removal) to determine whether raptors or migratory birds are occupying trees or whether any wildlife den/nursery sites are within the shared-use trail construction corridor.</p> <p>The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if actions have a negative impact on nesting raptors or migratory birds or their young. If construction must be stopped, the biological monitor shall consult with TRPA and CDFG or USFWS, as applicable, within 24 hours to determine appropriate actions to avoid and reduce significant effects to identified nursery sites, raptors or migratory bird nests.</p>
Impacts Mitigated	Interference with native or migratory wildlife species corridors or nursery sites.
Mitigation Level	Protection of wildlife nest sites and habitat.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: Prior to construction activities Complete: Following initial construction activities

Mitigation Measure BIO-4. Noxious Weed Eradication and Control Program

Description	<p>The shared-use trail Operator shall develop and implement a Noxious Weed Eradication and Control Program to protect suitable sensitive plant habitat and to protect future populations of sensitive plants from invasive terrestrial and aquatic noxious weeds. The program shall identify a qualified professional, as approved by TRPA and/or Placer County, to act as a coordinator for the Project. The program shall include abatement and prevention measures to decrease and eradicate known populations of noxious weeds, as follows:</p> <ul style="list-style-type: none">• Known populations of terrestrial and aquatic noxious weeds shall be identified and a plan shall be implemented to control and eradicate weed populations and restore native plant cover.• Equipment used in the project area must be sanitized and free of non-native invasive species before moving into the project area to ensure that the equipment is free of soil, seeds,
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

vegetative material, or other debris that could contain or hold seeds of non-native invasive species. Vehicles, especially large, off-road and/or earthmoving vehicles shall be cleaned when they come into the Lake Tahoe Basin or come from a Basin area known to contain non-native invasive species. Equipment shall be considered clean when visual inspection finds no soil, seeds, plant material, or other such debris.

- Gravel, fill, or other materials shall be "weed-free." Use onsite sand, gravel, rock, or organic matter when possible. Otherwise, obtain "weed-free" materials from gravel pits and fill sources that have been surveyed and approved by the California Division of Food and Agriculture or Nevada Department of Agriculture or by the qualified professional.
- Use "weed-free" mulches, and seed sources. Salvage topsoil from project area for use in onsite revegetation, unless contaminated with non-native invasive species. Soil or materials from areas contaminated by cheat grass shall not be used.
- Upon completion of Project construction, the qualified professional shall be notified. The shared-use trail corridor shall be monitored for the first three (3) years of Project operations to ensure additional non-native invasive species do not become established, that native species are established on re-seeded or restored habitats, and that known non-native invasive species do not spread.

Impacts Mitigated	Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to normal replenishment of existing species.	
Mitigation Level	Protection of suitable sensitive plant habitat and to protect future populations of sensitive plants from invasive terrestrial and aquatic noxious weeds.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	Following initial construction activities

Mitigation Measure BIO-5. Avoid Sensitive Plants or Prepare Sensitive Plant Protection Program

Description	<p>If pre-construction surveys identify sensitive plant species, the County shall develop a Sensitive Plant Protection Program to mitigate impacts to CNPS and TRPA Special Status Plant Species. Program features shall include:</p> <p><u>Avoidance.</u> Impacts to rare plant populations identified from the rare plant surveys shall be avoided where feasible by reconfiguring Project</p>
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

design and fencing rare plant populations to prevent encroachment.
Identify, Select, and Restore or Purchase Mitigation Sites. If avoidance is not feasible, the County together with input from the TRPA when applicable shall identify opportunities for mitigation of sensitive plants impacts from Project construction and operation. Mitigation is not limited to but may include a single, or combination of the following items: restoration of degraded sensitive plant habitat owned by the Project Applicant, purchase of mitigation sites, negotiation of conservation easements, or habitat restoration in off-site, degraded rare plant populations to compensate for unavoidable impacts.

Prepare a Special Status Plant Species Mitigation & Monitoring Plan. If avoidance is not feasible, the County shall produce a mitigation and monitoring plan to follow the CNPS and CDFG guidelines to comply with Chapter 10 of CDFG Native Plant Protection Policy and TRPA revised Code Subsection 61.3.6.C.

Impacts Mitigated	Potential loss of unique, rare or endangered species of plants.
Mitigation Level	Protection of rare plant species.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: Prior to construction activities Complete: Following initial construction activities

Mitigation Measure CUL-1. Cultural Resource Monitoring Program

Description	<p>A qualified archaeological monitor shall be present during initial ground disturbing activities to identify previously unknown significant or potentially significant historical and archaeological resources that may be eligible for inclusion in the NRHP, the CRHR, or eligible for designation as a TRPA historical resource, and to identify any unanticipated or inadvertent impacts to known historical or archaeological resources. A Qualified archaeological monitor shall be on-site during active construction and shall inspect grounddisturbing activities for the presence of cultural resources. The responsibilities of the archaeological monitor shall include: inspecting, documenting, and describing cultural material identified during monitoring; communicating with construction personnel; and notifying agencies (e.g., the SHPO, and TRPA) if previously unidentified historical or archaeological resources are encountered that may be eligible for inclusion in the NRHP, the CRHR or eligible for designation as a TRPA historical resource. Archaeological monitors shall have the authority to halt construction activities that have the potential to disturb significant historical or archaeological resources until appropriate measures can be implemented.</p> <p>Ground disturbing activities in the vicinity of the resource shall cease if the archaeological monitor determines that continuation of activity shall affect a significant historical or archaeological property, or if human</p>
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

remains are identified. If the archaeological monitor identifies cultural material but is unable to determine whether the resumption of the construction activity will affect historical or archaeological resources that may be eligible for listing, the monitor shall contact the appropriate agency official. Subsequent notification and consultation shall follow regulations pertaining to the evaluation of significance, assessment of effects, and consultation with the SHPO and the ACHP, as appropriate (36 CFR, part 800.4 through 800.9).

There is a possibility of encountering human remains during ground disturbing construction activities (Section 7050.5 of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human grave). If human graves are encountered, work shall halt in the vicinity and the Placer County Coroner shall be notified. At the same time, an archaeologist shall be contacted to evaluate the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 48 hours of this identification.

Impacts Mitigated	Potential disturbance to unknown historic resources.
Mitigation Level	Protection of unknown historic resources.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: During initial construction ground disturbing activities Complete: Following initial construction activities

Mitigation Measure GEO-1. Submit Final Geotechnical Report

Description	<p>The Project Applicant shall submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> A) Road, pavement, and parking area design B) Structural foundations, including retaining wall design (if applicable) C) Grading practices D) Erosion/winterization E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, soil creep, etc.) F) Slope stability G) Utility trench design, including seismic design for sewer and water utilities crossing fault lines <p>Once approved by the ESD, two copies of the final report shall be provided to the ESD. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the</p>
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

	requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.	
Impacts Mitigated	Exposure of people or structures to potential substantial adverse effects, including risk or loss, injury, or death. Exposure of people or property to geological hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards. Potential location on a geological unit or soil that is unstable, or that would become unstable as a result of the Project, and result in a landslide, lateral spreading, subsidence, liquefaction, or collapse	
Mitigation Level	Engineering inspection and certification on recommendations for: road, pavement, and parking design area; structural foundations; grading practices; erosion/winterization; special on-site problems; slope stability; and utility trench design to prevent risk or loss of injury or death and landslide, lateral spreading, subsidence, liquefaction, collapse, earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar geologic hazards.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	At time of permit acknowledgement
	Complete:	At time of permit acknowledgement

Mitigation Measure GEO-2. Standard Engineering Practices for Seismic Coefficients

Description	The Project shall implement facility features and design appropriate to local seismic coefficients (e.g., 0.3g) to minimize the damage potential from ground shaking hazards on facility features such as a bridge, drainage features, and trail surfaces. Site-specific geotechnical investigations at locations such as the Dollar Creek crossing and retaining wall locations shall provide necessary engineering details, including appropriate site preparation, excavation of unstable materials, structural fill, compacted fill, subsurface drainage, and subgrade and aggregate base for asphalt concrete trail surfaces.	
Impacts Mitigated	Exposure of people or structures to potential substantial adverse effects, including risk or loss, injury, or death. Exposure of people or property to geological hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards. Potential location on a geological unit or soil that is unstable, or that would become unstable as a result of the Project, and result in a landslide, lateral spreading, subsidence, liquefaction, or collapse	
Mitigation Level	Facility features and design appropriate to local seismic coefficients. Engineering inspection and certification on recommendations for: road,	

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

pavement, and parking design area; structural foundations; grading practices; erosion/winterization; special on-site problems; slope stability; and utility trench design to prevent risk or loss of injury or death and landslide, lateral spreading, subsidence, liquefaction, collapse, earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar geologic hazards.

Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure GEO-3. Prepare TRPA Erosion and Sediment Control Plan (ESCP)

Description	The TRPA Erosion and Sediment Control Plan (ESCP) shall be prepared to identify the type and placement of temporary construction BMPs and shall be complimentary to the SWPPP required for NPDES permitting. Project construction documents shall demonstrate compliance with TRPA revised Code Chapter 60, Section 60.4.
Impacts Mitigated	Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
Mitigation Level	Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure GEO-4. File Permit Registration Documents (PRDs)

Description	The County shall electronically file a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with Lahontan through the SMARTs system prior to any soil-disturbing activities to obtain coverage under Board Order R6T-2011-0019..
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water .
Mitigation Level	Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure GEO-5. Conform to NPDES Permit Requirements

Description	<p>The Project shall comply with Lahontan Board Order R6T-2011-0019, entitled <i>General Waste Discharge Requirements and National Pollutant Discharge Elimination System for Discharges of Storm Water Discharges Associated with Construction Activity in the Lake Tahoe Hydrologic Unit, Counties of Alpine, El Dorado and Placer</i> (Permit No. CAG616002). The permit applies to construction sites and activities resulting in the disturbance of one or more acres of soil disturbance in the Lake Tahoe Hydrologic Unit. Construction activities include clearing, grading, demolition, excavation, construction or new structures and reconstruction. Most detail associated with SWPPP consideration shall be developed during preparation of the final construction plans and address features such as construction techniques and staging. The project description shall incorporate general features related to SWPPP requirements as follows:</p> <ul style="list-style-type: none"> a) Prevent discharge into surface water, including into SEZ and wetlands, during project construction. Critical areas of concern include construction near Dollar Creek and the SEZ and wetland areas. b) To prevent discharge from soil or construction activities, construction plan proposals shall implement the following provisions: <ul style="list-style-type: none"> o Construction scheduling shall respect site conditions and occur during the driest conditions possible. o Construction activity including grading and equipment and materials movement shall be conducted within designated work areas near the trail surface, identified with construction fencing or other approved means. o Site preparation for the construction zone includes tree and other vegetation removal. Brush, slash, timber, and removed stumps not used for restoration
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

will be chipped for mulch or otherwise disposed of in accordance with local restrictions and regulatory requirements.

- Vegetation protection for existing trees and other vegetation.
- For SEZs, construction activities shall avoid existing vegetation removal to the maximum extent possible, including in areas of necessary equipment movement. Where necessary, construction proposals could also use linked landing plates, geotextile fabric topped with sand, or an alternative with equal or lesser impacts to protect work zone soils near the trail.
- Engineering and construction control details for the new bridge at Dollar Creek shall result from further geotechnical evaluation. Current project planning assumes new bridge supports can be piling or pier design; however use of concrete footings may be necessary. If so, dewatering for footings construction at Dollar Creek is possible. In that event, construction scheduling shall direct footings excavation to the driest conditions possible. Excavation sites will be protected with sand bags, water berms, siltation fences, or other approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used to irrigate planted vegetation, sprayed on uplands to allow infiltration at the project site, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of the permit prior to discharge within the project area.
- Include location requirements for staging areas outside of SEZ and floodplains. Materials storage and stockpiles shall be protected from erosion with temporary siltation fences, straw wattles, or other approved methodologies. As potential staging areas sit within or adjacent to residential development, careful consideration of dust control provisions, including prevention of track-out, shall be necessary (mitigation measure AQ-1. Conform to District Rule 228 – Fugitive Dust Control Plan, provides more detail). Construction specifications shall employ exposed soil watering, stockpile protection, street sweeping and/or other techniques to control dust. Access to staging and site construction shall be protected with clean gravel or other approved material to reduce track-out.
- If construction conditions warrant equipment washing to prevent soil transport off site, the areas shall be identified in the SWPPP and located outside of sensitive areas and away from stream channels.
- Project construction involves the short-term use of hazardous materials necessary for operation and maintenance of construction equipment, (e.g., diesel fuel and hydraulic fluid). Hazardous materials shall be stored at the staging areas identified and prevented

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

from contaminating the site from natural conditions or vandalism. Fueling and necessary maintenance of construction equipment shall occur outside of SEZ, wetland or floodplain areas and be managed to avoid site contamination. A spill response plan shall include provisions for worker training, spill containment, agency notice, and a remediation process.

- o If construction for any given segment extends beyond a single construction season, the project area shall be stabilized to meet permit requirements for withstanding the 20-year, 1-hour storm.
 - o A QSP that is on-site during construction activities shall provide professional expertise and expedited response to correct issues that could arise during construction and shall assure compliance with permitting conditions and fulfillment of Project commitments.
- c) Prevent discharge into surface water throughout the life of the project. Key facility features to address these requirements shall include installation of permanent BMPs and water quality protection controls, revegetation and restoration of disturbed soil, and minimization of foot trail width where necessary. The Project proposal includes an Operations, Management and Maintenance Strategy (OMMS), which outlines anticipated maintenance schedules for post-construction and permanent BMPs.
- d) Properly site staging and stockpiling areas shall reduce potential impact to surface water quality by locating these areas on higher capability lands, maximizing distance to streams and conveyance systems.
- e) Develop appropriate procedures to follow in the event that contaminated soil or groundwater is encountered during construction activities. The NTFPD shall review the document for approval for implementation.

Impacts Mitigated

Potential soil erosion, loss of topsoil or unstable soil conditions. Exposure of the public or environment through the routine transport, use, disposal, or upset and accident conditions involving the release of hazardous materials. Risk of explosion or the release of hazardous substances in the event of an accident or upset conditions. Potential health hazards and exposure to health hazards. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Mitigation Level

Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Protection of public and environment from hazardous materials and health hazards. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	At time of permit acknowledgement
	Complete:	At time of permit acknowledgement

Mitigation Measure GEO-6. Design Construction-related BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs

Description	<p>Construction-related Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the ESD). Construction (temporary) BMPs for the Project could include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas.</p> <p>The Discharger/Project Applicant shall minimize or present pollutants in stormwater discharges and non-authorized non-stormwater discharges through the use of controls, structures and management practices that achieve Best Available Technology for toxic and non-conventional pollutants and Best Conventional Pollutant Control Technology (BCT) for conventional pollutants. Stormwater controls and control locations shall be installed per the SWPPP for the active project area. Construction BMPs shall be installed per Section V111. Best Management Practices (BMPs) of Board Order R6T-2011-0019 for site management, sediment and erosion/stabilization controls, and construction site dewatering or diversions.</p>
Impacts Mitigated	<p>Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>
Mitigation Level	<p>Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.</p>
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Timing

Start: At time of permit acknowledgement

Complete: At time of permit acknowledgement

Mitigation Measure GEO-7. Comply with TRPA Grading Period

Description Soil-disturbing activities shall be conducted between May 1 and October 15.

Impacts Mitigated Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Mitigation Level Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality.

Lead Agency County

Implementing Agency County

Monitoring Agency County

Timing

Start: At time of permit acknowledgement

Complete: At time of permit acknowledgement

Mitigation Measure GEO-8. Conform to Provisions of Placer County Grading, Erosion and Sediment Control Ordinance

Description Proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Construction/Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Construction/Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). Cut/fill slopes shall be at a minimum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope but fill slopes shall not exceed 1.5:1 (horizontal: vertical) and the ESD concurs with said recommendation.

The Project Applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with Project Construction/Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization before, during, and after Project

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

construction. Soil stockpiling or borrow areas shall have proper erosion control measures applied for the duration of the construction activity as specified in the Construction/Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the Project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the Project approval by the appropriate hearing body.

Impacts Mitigated	Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
Mitigation Level	Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure GEO-9. Identify Stockpiling and/or Vehicle Staging Areas on Construction/Improvement Plans

Description	Stockpiling and/or vehicle staging areas shall be identified on the Construction/Improvement Plans and located as far as practical from existing dwellings and protected resources in the area.
Impacts Mitigated	Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality.
Mitigation Level	Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: Prior to construction activities Complete: Following initial construction activities

Mitigation Measure GEO-10. Satisfy the requirements of Section II of the Land Development Manual (LDM)

Description	<p>The Project Applicant shall prepare and submit Construction/Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the ESD for review and approval. The plans shall show all conditions for the Project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the Project, which may be affected by planned construction, shall be shown on the plans. Landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Construction/Improvement Plans. If the Design/Site Review process and/or DRC review is required as a condition of approval for the Project, said review process shall be completed prior to submittal of Construction/Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer and shall be submitted to the ESD prior to acceptance by the County of site improvements. Conceptual landscape plans submitted prior to Project approval may require modification during the Construction/Improvement Plan process to resolve issues of drainage and traffic safety.</p>
Impacts Mitigated	<p>Potential soil erosion, loss of topsoil or unstable soil conditions. Violation or degradation of water quality standards or water discharge requirements. Discharge into surface waters, or in any alteration of surface water quality.</p>
Mitigation Level	<p>Reduction of soil erosion, loss of topsoil, unstable soil conditions, and compliance with Stormwater Pollution Prevention Plan. Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality.</p>
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure GEO-11. Standard Engineering Practices for Corrosive Soils

Description	Some soil map units within the project area may be moderately corrosive to steel. Project facilities and structures constructed in areas of corrosive soils utilize corrosive resistant materials and employ facility features and construction controls to protect buried structures.		
Impacts Mitigated	Location on expansive soils creating substantial risks to life or property.		
Mitigation Level	Utilize corrosive resistant materials and employ features to protect buried steel structures.		
Lead Agency	County		
Implementing Agency	County		
Monitoring Agency	County		
Timing	Start:	At time of permit acknowledgement	
	Complete:	At time of permit acknowledgement	

Mitigation Measure HAZ-1. Fire Suppression and Management Provisions

Description	The County shall develop fire suppression and management provisions as it completes final plans and construction specifications. These provisions shall include fire precaution, pre-suppression and suppression measures, a flow chart of actions during a fire event, and identification of points of contact and responsible personnel. Construction sites and major equipment shall be outfitted with fire protection devices and spark arrestors as appropriate. A copy of the requirements shall be maintained at the construction site and submitted to the NTPFD.		
Impacts Mitigated	Exposure of people or structures to risk of loss, injury or death involving wildland fires. Temporary increase in demand for fire and police protection services.		
Mitigation Level	Protection of residential setting from wildland fires. Plan for effects associated with the service ratios, response times or other performance objectives for fire protection and police protection services.		
Lead Agency	County		
Implementing Agency	County		
Monitoring Agency	County		
Timing	Start:	At time of permit acknowledgement	
	Complete:	At time of permit acknowledgement	

Mitigation Measure HYDRO-1. Design Water Quality Protection BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs

Description	Water quality Best Management Practices (BMPs) shall be designed according to the CASQA Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Placer County Engineering and Surveying Department (ESD)). The Project shall incorporate provisions related to drainage conveyances, water quality treatment, cut/fill slopes, and revegetation. The Project shall infiltrate storm runoff from trail surfaces in adjacent clear zone areas. Where the trail lies in close proximity to existing roadways, capture and conveyance to infiltration areas may be necessary and shall be defined during final engineering design. The Project shall conform to requirements for permanent BMPs as outlined in TRPA revised Code Chapter 60 (Section 60.4), Lahontan's Basin Plan Chapter 5 and WDRs and Placer County Codes and Ordinances.		
Impacts Mitigated	Potential violation of water quality standards or water discharge requirements. Potential to degrade water quality and result in discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		
Mitigation Level	Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.		
Lead Agency	County		
Implementing Agency	County		
Monitoring Agency	County		
Timing	Start:	At time of permit acknowledgement	
	Complete:	At time of permit acknowledgement	

Mitigation Measure HYDRO-2. Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs

Description	The Project Applicant shall prepare and implement an Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs. This plan shall comply with TRPA revised Code Chapter 60 and Lahontan's updated WDRs. TRPA, Lahontan, and Placer County shall review the plan prior to issuance of final Project approval. Post-project monitoring shall include post-project BMP effectiveness monitoring and stormwater monitoring.
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	Potential violation of water quality standards or water discharge requirements. Potential to degrade water quality and result in discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	
Mitigation Level	Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	Post-construction

Mitigation Measure HYDRO-3. Implement Post-Construction Stormwater Management Plan

Description	Post-construction stormwater management shall be implemented in accordance with permit R6T-2011-0019 requirements for Lahontan Notice of Termination (NOT) conformance.	
Impacts Mitigated	Potential violation of water quality standards or water discharge requirements. Potential to degrade water quality and result in discharge into surface waters, or in any alteration of surface water quality. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	
Mitigation Level	Assure conformance with federal, regional, State, and/or local regulations to minimize potential impacts to water quality and beneficial uses.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	Post-construction

Mitigation Measure HYDRO-4. Construction Dewatering Plan

Description	If groundwater interception is expected to occur, as based on final
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

	<p>construction plans, excavation sites shall be protected with sand bags, water berms, siltation fences, or other Lahontan-approved techniques. Localized pumping shall clear the construction area of turbid standing water. Pumped water could be used to irrigate planted vegetation, sprayed on uplands to allow infiltration within the project area, held in Baker Tanks, or otherwise treated to remove suspended sediment to comply with the requirements of Board Order No. R6T-2011-0019 prior to discharge to Dollar Creek.</p>	
Impacts Mitigated	<p>Potential removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of groundwater table. Potential to deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level to a level that would not support existing land uses or planned uses for which permits have been granted. Potential to alter the direction, rate of flow of ground water and change in quality of groundwater. Discharge of contaminants to the groundwater and any alternation of groundwater quality.</p>	
Mitigation Level	<p>Construction during the driest conditions possible, developing and implementing a dewatering plan.</p>	
Lead Agency	<p>County</p>	
Implementing Agency	<p>County</p>	
Monitoring Agency	<p>County</p>	
Timing	Start:	Prior to construction activities
	Complete:	Following initial construction activities

Mitigation Measure NOI-1. Time of Day Construction Restrictions and Equipment Muffling

Description	<p>Temporary noise emanating from construction activities shall only occur between the hours of 8:00 am and 6:30 pm per TRPA Code, unless other hours are approved by TRPA. Construction activities before or after the time restriction may occur, but must be consistent with CNEL limits imposed for the applicable TRPA PAS. Construction equipment shall be fitted with the factory installed muffling devices and shall be maintained in good working order. Shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment shall be required. The County shall advise potentially affected residents of the proposed construction activities including duration, schedule of activities, and contacts for filing noise complaints. The County or its contractor shall attempt to respond to all noise complaints within one working day and resolve the issue as soon as possible.</p>
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies. Potential result in a substantial permanent, temporary, or periodic increase in ambient noise levels in the Project vicinity about levels existing without the Project. Increase in existing Community Noise Equivalency Levels (CNEL). Exposure of people to severe noise levels or single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold.	
Mitigation Level	Temporary noise from construction shall only occur during certain times of the day and all affected residents shall be notified. Construction equipment will use noise reduction techniques.	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	Following initial construction activities

Mitigation Measure PS-1. Law Enforcement and Fire Protection

Description	Prior to construction, the contractor shall provide a construction schedule for use by public service agencies. This schedule shall outline the location of the construction, types of activities to occur, and the location of anticipated traffic delays or hazards. It shall identify a point of contact within the construction team to inform law enforcement and fire protection personnel of emergency actions and traffic control measures within or near the active construction corridor and communicate in advance changes to these measures or their location.	
Impacts Mitigated	Temporary increase in demand for fire and police protection services.	
Mitigation Level	Plan and coordinate prior to construction for effects associated with the service ratios, response times or other performance objectives for fire protection and police protection	
Lead Agency	County	
Implementing Agency	County	
Monitoring Agency	County	
Timing	Start:	Prior to construction activities
	Complete:	Following initial construction activities

Mitigation Measure TRANS-1. Traffic Control Plan

Description	<p>TRPA and County permit conditions require a traffic control strategy to reduce construction-related effects on roadways and circulation patterns within the construction corridor. The traffic control plan shall address:</p> <ul style="list-style-type: none">• Coordination with affected jurisdictions regarding construction hours and lane closures;• Emergency service consultation and implementation of an emergency access plan;• Implementation of TRPA guidelines for construction-related road closures;• Lane closure and truck hauling limits during peak commute hours to the extent possible;• Provision of alternate bicycle and pedestrian routes where necessary;• Provision of temporary parking;• Location of truck haul routes;• Traffic control devices;• Construction signage and lane closure notification in the vicinity of the construction corridor;• Monitoring of in-place traffic control methods and devices;• Driveway access maintenance; and• Onsite circulation and staging areas.
Impacts Mitigated	<p>Conflict with applicable congestion management program level of standards and travel demand measures, or other standards established by county congestion management agency for designated roads or highways. Temporary increase in demand for fire and police protection services.</p>
Mitigation Level	<p>Coordination with affected jurisdictions to reduce construction-related effects on roadways and implement temporary circulation patterns. Plan and coordinate for effects associated with the service ratios, response times or other performance objectives for fire protection and police protection services.</p>
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	<p>Start: At time of permit acknowledgement</p> <p>Complete: At time of permit acknowledgement</p>

Mitigation Measure UTL-1. Install and Manage Trash Receptacles

Description	<p>As a trailhead location, a trash/recycling receptacle shall be located within the parking area, if built, to collect solid waste materials. The location of receptacles within the parking lot shall avoid their misuse as</p>
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DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Impacts Mitigated	public dumpsters as receptacles shall not be visible from the main roadway. The receptacles shall be wildlife resistant and shall meet County and TRPA standards. The designated Operator shall retain the responsibility for maintenance and management of the shared-use trail and associated facilities, including trash receptacles. Service of Project by a landfill with sufficient permitted capacity to accommodate solid waste disposal needs. Compliance with federal, state, and local statutes and regulations related to solid waste. Increased need for new systems or substantial alterations to solid waste and disposal systems.
Mitigation Level	Trash/recycling receptacles to avoid accumulation of debris/litter along the trail or within trailhead parking area.
Lead Agency	County
Implementing Agency	County
Monitoring Agency	County
Timing	Start: At time of permit acknowledgement Complete: At time of permit acknowledgement

Mitigation Measure UTL-2. Construction Coordination

Description	The County and Project contractor shall coordinate with law enforcement and fire protection agencies, utility companies, and businesses and residents within the construction corridor prior to and during construction activities. This coordination shall inform affected parties of the construction schedule and allows development of actions to best maintain access and service in the active project area. Coordination with utility companies shall follow accepted practice. During final plan preparation, utilities shall be located on the civil plan sheets and confirmed to identify the depth to conduit, pipeline, or other facility and to avoid significant grade changes for maintenance of minimum coverage depths for safety and compliance. If necessary, the Project shall relocate utility infrastructure including underground or aboveground connections. Prior to construction, the contractor shall contact Underground Service Alert (USA) to ensure buried lines are properly located and marked and provide utility companies with an accurate schedule noting when construction occurs in the vicinity of their facilities.
Impacts Mitigated	Increased need for new systems, or substantial alterations to power or natural gas.
Mitigation Level	Coordination with utility companies prior to construction to relocate poles and lines to the nearest feasible locations to avoid construction hazards, service disruption, and potential damage to pipelines.
Lead Agency	County

149

DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

Implementing Agency County

Monitoring Agency County

Timing **Start:** At time of permit acknowledgement

Complete: At time of permit acknowledgement

ATTACHMENT B

COMMENT LETTERS RECEIVED ON THE DRAFT IS/IEC

ERRATA TO INITIAL STUDY

The following revision is made to Section 1.10.1 of the June 2012 Initial Study.

1.10 OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

1.10.1 Project Approvals

The Project requires approval from the following public agencies:

- California Tahoe Conservancy – Bike Trail Easement
- North Tahoe Public Utility District – Bike Trail Easement
- NV Energy (private land owner) – Bike Trail Easement
- California Department of Transportation – Encroachment Permit
- TRPA – Construction Permit and Plan Area Statement (PAS) Amendment
- Lahontan – CWA Section 401 Water Quality Certification; CWA Section 402 NPDES construction permit
- USACE – CWA Section 404 Dredge and Fill Permit
- CDFG – Streambed Alteration Agreement
- County of Placer– ~~Design Review Committee~~Conditional Use Permit approval and PAS Amendment

As identification of project funding sources occurs, additional agencies may base decisions on this environmental documentation.

Mitigation Monitoring Program –

Mitigated Negative Declaration PLUS # PGA 20120233 – Amendment to the North Tahoe Area General Plan and Conditional Use Permit for the Dollar Creek Shared-Use Trail Project

Section 21081.6 of the Public Resources Code requires all public agencies to establish monitoring or reporting procedures for mitigation measures adopted as a condition of project approval in order to mitigate or avoid significant effects on the environment. Monitoring of such mitigation measures may extend through project permitting, construction, and project operations, as necessary.

Said monitoring shall be accomplished by the county's standard mitigation monitoring program and/or a project specific mitigation reporting program as defined in Placer County Code Chapter 18.28, Mitigation Monitoring and Reporting Program.

Standard Mitigation Monitoring Program:

The following mitigation monitoring program (and following project specific reporting plan, when required) shall be utilized by Placer County to implement Public Resources Code Section 21081.6. Mitigation measures adopted for discretionary projects must be included as conditions of approval for that project. Compliance with conditions of approval is monitored by the county through a variety of permit processes as described below. The issuance of any of these permits or county actions which must be preceded by a verification that certain conditions of approval/mitigation measures have been met, shall serve as the required monitoring of those condition of approval/mitigation measures. These actions include design review approval, improvement plan approval, improvement construction inspection, encroachment permit, recordation of a final map, acceptance of subdivision improvements as complete, building permit approval, and/or certification of occupancy.

The following mitigation measures, identified in the Mitigated Negative Declaration, have been adopted as conditions of approval on the project's discretionary permit and will be monitored according to the above Standard Mitigation Monitoring Program verification process:

Mitigation Measures #'s: SR-1, SR-2, AGR-1, AQ-1, AQ-2, BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, CUL-1, GEO-1, GEO-2, GEO-3, GEO-4, GEO-5, GEO-6, GEO-7, GEO-8, GEO-9, GEO-10, GEO-11, HAZ-1, HYDR-1, HYDR-2, HYDR-3, HYDR-4, NOI-1, PS-1, TRANS-1, UTIL-1, and UTIL-2



**COUNTY OF PLACER
COMMUNITY DEVELOPMENT RESOURCE/AGENCY**

Michael J Johnson, Agency Director

**PLANNING SERVICES
DIVISION**

Paul Thompson,
Deputy Director of Planning

HEARING DATE: August 30, 2012

ITEM NO.: 3

TIME: 10:30 am

TO: Placer County Planning Commission

FROM: Development Review Committee

DATE: August 30, 2012

SUBJECT: AMENDMENT TO THE NORTH TAHOE AREA GENERAL PLAN/CONDITIONAL
USE PERMIT (PGA 20120233)
DOLLAR CREEK SHARED-USE TRAIL PROJECT
MITIGATED NEGATIVE DECLARATION

COMMUNITY PLAN: North Tahoe Area General Plan

ZONING: PAS 013 (Plan Area Statement 013 - Watson Creek), PAS 012 (Plan Area Statement 012-North Tahoe High School, PAS 009B (Planned Area Statement 009B-Dollar Hill)

STAFF PLANNER: Allen Breuch, Supervising Planner

LOCATION: The project is located in the Dollar Hill Area and will extend the existing Tahoe City PUD multi-use, which currently ends near the intersection of Dollar Drive and State Route 28 to the end of Fulton Crescent Drive.

ASSESSOR PARCEL NUMBERS: 092-010-021, 092-010-023, 092-010-033, 092-010-034, 092-010-035, 092-010-039, 092-010-040, 092-010-041, 092-010-042, 092-240-021, 093-010-037, 093-010-038, and 93-010-039

APPLICANT: Peter Kraatz, Placer County Department of Public Works

PROPOSAL:

The applicant requests approval of a Conditional use Permit to allow the construction of a paved 10-foot wide and 2.2 mile long (11,825 linear feet) non-motorized Class 1 shared-use trail through lands commonly known as the Dollar and Firestone properties. The applicant also requests that the Planning Commission provide a recommendation to the Board of Supervisors for approval of an amendment to the North Tahoe Area General Plan in order to create Special Area 1 and add "transportation route" as a conditionally permitted land use on two properties within Plan Area Statement 013 (Watson Creek) – Assessor's Parcel Numbers 092-010-035 (Special Area #1 on a portion of the 111.77 acre parcel) and 092-010-023 (18.27 acre parcel).

ATTACHMENT 6

154

CEQA COMPLIANCE: A Mitigated Negative Declaration has been prepared for this project and has been finalized pursuant to CEQA (Attachment E). The Mitigated Negative Declaration must be found to be adequate by the decision-making body to satisfy the requirements of CEQA, and recommended findings for this purpose are attached.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS: Public Notices were mailed to property owners of record within 300 feet of the project site. A public hearing notice was also published in the *Sierra Sun* newspaper on August 17, 2012. Community Development Resource Agency staff and the Departments of Public Works, Environmental Health, Air Pollution Control District and the North Tahoe Regional Advisory Counsel and other interested parties were transmitted copies of the project plans and application for review and comment.

PROJECT DESCRIPTION:

The Project proposes to establish a Class 1 or better (i.e., 10-foot wide paved trail) shared-use trail, extending the backbone of the existing north shore bicycle trail network, linking residential uses to jobs, schools, shopping and recreation and community areas. The approximately 2.2 mile long trail will extend the existing Tahoe City to Dollar Point trail, which ends near the intersection of Dollar Drive and State Route (SR) 28, to the end of Fulton Crescent Drive, through public lands commonly known as the Dollar and Firestone properties. The Project alignment generally follows existing native surface trails and roads found on public parcels, encompassing other adjacent parcels nearby as needed to improve trail connections or reduce or avoid environmental effects.

The Project includes an optional 19,914 square foot trailhead parking facility accessed from the State Route 28 and Dollar Drive intersection would accommodate up to 24 vehicular spaces. The facility will be built as funding allows but is not required as part of any environmental mitigation or to fulfill the goals of the project. It would be an amenity to limit the use of existing County road right-of-way that is considered adequate in the Project's environmental analysis.

BACKGROUND:

The Dollar Creek Shared-Use Trail Project is located on the north shore of Lake Tahoe in Placer County, California and primarily on properties owned by the California Tahoe Conservancy and North Tahoe Public Utility District between the intersection of Dollar Drive and SR 28 and the terminus of Fulton Crescent Drive. The project will enhance recreational and transportation opportunities by connecting to the existing paved trail network that runs through Tahoe City and north and south to Squaw Valley and Sugar Pine Point State Park respectively.

The Project independently implements a smaller portion of the previously studied, 8-mile North Tahoe Bike Trail, connecting Dollar Hill and Tahoe Vista. The project also implements goals and policies of the TRPA, California Tahoe Conservancy and North Tahoe Public Utility District to enhance recreational opportunities and provide a non-motorized alternative transportation corridor through North Lake Tahoe. The Project is included in the TRPA's Environmental Improvement Program (EIP) as Project no. 761 and has recently completed the State Clearinghouse public review period for a Mitigated Negative Declaration.

The Project traverses land within residential, conservation, recreation, and commercial/public service land use classifications. Attachment C illustrates land use classifications identified within the project area. Specifically, where the trail crosses the Plan Area Statement 013 (Watson Creek), the land use classification is Conservation. The trail length in this Plan Area is 7,985 feet and 14 feet wide (2.57 acres of coverage) and traverses two parcels. One of the parcels is owned by the California Tahoe Conservancy at 111.77 acres and the other owned by Nevada Energy at 18.27 acres. The trail also crosses Plan Area Statement 012 (North Tahoe High School) and Plan Area Statement 009B (Dollar Hill) which have a land use classification of Recreation which notes opportunities targeted for scenic restoration. The proposed project will provide opportunities for recreational uses as it allows pedestrians and bicyclists to use a separate trail instead of sharing the same right-of-way as the highway traffic along Dollar Hill which is problematic with non-motorized travel.

The project was presented to the North Tahoe Regional Advisory Council (NTRAC) as an action item on August 9, 2012. After discussion before NTRAC of the project, the NTRAC voted unanimously (5-0), to recommend approval of the Plan Area Statement amendment and the shared use trail to the Planning Commission and the Board of Supervisors.

SITE CHARACTERISTICS: The Project traverses through conservation and recreational land use classifications. Primary uses within and surrounding the project area are residential and vacant lands. The California Tahoe Conservancy and North Tahoe Public Utility District own most of the vacant lands and property acquisition was in part predicated on setting aside these lands for use and enjoyment by the public through such a proposed project.

EXISTING LAND USE AND ZONING:

	<u>LAND USE</u>	<u>ZONING</u>
SITE	Vacant	PAS 013 Watson Creek – Conservation PAS 012 North Tahoe High School – Recreation PAS 009B Dollar Hill – Commercial Public/Service
NORTH	Vacant	PAS 013 Watson Creek – Conservation
SOUTH	Residential and Commercial services	PAS 011 Highlands-Residential
EAST	Vacant	PAS 004 Burton Creek- Conservation
WEST	Residential	PAS 014 Cedar Flat - Residential

DISCUSSION OF ISSUES:

Plan Area Statement Consistency:

The individual Placer County Community Plans and the TRPA Regional Plan guide decision-making as it affects growth and development within the Lake Tahoe Basin. Each Plan Area Statement within these plans provides a description of land use for a plan area, identifies planning issues, and establishes specific direction for planning to meet the policy direction of the Regional Goals and Policies. Plan Area Statements also include plan maps that provide specific regulations for identified areas, similar to zoning maps. The Project is a linear public facility, which is defined as a transportation route land use by Placer County and TRPA. The following table describes the Plan Area Statements, and land use classifications of the properties where the project is proposed.

Trail Segment by Plan Area Statement and Land Use Designation

Trail Segment	PAS No.	PAS Name	Land Use Classification	Management Strategy	Permissible Uses	Segment Length - (feet)
SR 28 Connection	009B	Dollar Hill	Commercial/Public Service	Mitigation	Transportation Routes (S)	360
South Segment	012	North Tahoe High School	Recreation	Mitigation	Transportation Routes (S)	3,480
North Segment	013	Watson Creek	Conservation	Mitigation	Transportation Routes (NC)	7,985

Source: TRPA PAS

Notes: A – Allowable Use; S – Special Use; NC – Nonconforming Use

The North Tahoe Area General Plan Land Use Classification for Plan Area 013 is "Conservation with a Mitigation Management Strategy". The County Plan Area Statements include mostly the same or similar permissible land uses as listed in the TRPA Plan Area Statements, and likewise "transportation routes" are a non-permitted use in Plan Area Statement 013.

As such the applicant is also proposing to amend the North Tahoe Area General Plan in order to create Special Area 1 and add "transportation route" as a conditionally permitted land use on two properties within Plan Area Statement 013 (Watson Creek) – Assessor's Parcel Numbers 092-010-035 (Special Area #1 on a portion of the 111.77 acre parcel) and 092-010-023 (18.27 acre parcel).

Because Plan Area Statement 013 includes existing USFS roadways for vehicle, bike and pedestrian use, and other nearby Plan Areas with the Conservation Land Use Classification (Martis Peak-019, Burton Creek-004, etc.) include transportation routes as a special use, the omission of transportation routes as a special use in Plan Area Statement 013 may have been an error at the time of Regional Plan adoption. In addition, this requested permissible use does not alter the intent of the Plan Area Classification and is in keeping with proposed shared-use trail routes identified in the Lake Tahoe Regional Bike and Pedestrian Master Plan (BPMP), as well as the goals of the TRPA Environmental Improvement Program (EIP), and the goals and policies of the Placer County General Plan.

The Tahoe City Area General Plan Land Use Classification for Plan Area 009B is "Commercial/Public Service with a Mitigation Management Strategy" and for Plan Area Statement 012 (North Tahoe High School) is "Recreation with a Mitigation Management Strategy". Transportation Routes are listed as a special use requiring approval of a Conditional Use Permit in both of these Plan Areas. The Tahoe City Area General Plan also states under Special Policy #5 that Plan Area 012 should accommodate the connection of the NTPUD Bike Trail.

TRPA and Placer County define Transportation Routes as "Public right-of-ways which are improved to permit vehicle, pedestrian and bicycle travel." The project under this consideration is a non-motorized Class 1 shared trail.

By adding the Transportation Route classification to Plan Area Statement 013 as a Special Area 1 the approval of a Conditional Use Permit would authorize approximately 2.2 miles of a shared-use non-motorized class 1 trail that will link to the existing Tahoe City trail network through Plan Area Statements 013, and Plan Area Statements 012 and 009B. It is staff's determination that the project with mitigation measures and conditions of approval will not result in the establishment, maintenance or operation of the proposed use that will be detrimental to the health, safety, and general welfare of people residing or working in the neighborhood of the proposed use since it will actually allow the surrounding neighborhood a way to access existing public amenities and surrounding commercial and institutional uses in the immediate area. The proposed use is consistent with the character of the immediate neighborhood and will not be contrary to its orderly development since the trail will only include flat work improvements and no Dollar Hill structures that may block or change the characteristics of the neighborhood.

General Plan Consistency:

The County's Land Use Element goals seek to promote the wise, efficient, and environmentally-sensitive use of Placer County lands to meet the present and future needs of Placer County residents and businesses (Land Use Goal 1.A), designate land for and promote the development and expansion of public and private recreational facilities to serve the needs of residents and visitors (Land Use Goal 1.G), and to establish and maintain interconnected greenbelts and open spaces for the protection of native vegetation and wildlife and for the community's enjoyment (Land Use Goal 1.I). Specifically, policy 1.G.2 states, "the County shall strive to have new recreation areas located and designed to encourage and accommodate non-automobile access." The Project supports these goals and objectives as it is not only a regional recreational amenity but a local neighborhood access point for recreational activities and surrounding commercial and residential neighborhoods. The Project also promotes non-motorized circulation within the community and supports public enjoyment of undeveloped areas. The proposed non-motorized Class 1 shared use trail is consistent with the objectives, policies, general land uses and programs as specified in the Placer County General Plan since the project will provide alternative means of transportation and help alleviate summer congestion along the existing transportation network.

Errata to Mitigated Negative Declaration As part of adoption of the Mitigated Negative Declaration, the Planning Commission will be asked to consider Errata to the Mitigated

Negative Declaration. The Errata will replace the Section 1.10.1 of the Initial Study and changes the type of entitlement required for the project from "Design Review" approval to "Conditional Use Permit" approval. The Errata does not change the level of significances of the Project environmental impacts or change the proposed mitigation measures. Therefore, staff recommends that the Planning Commission consider the Errata to the Initial Study as part of the adoption of the Mitigated Negative Declaration.

Biological Resources:

Trees will be removed within the paved trail areas and cut and fill slopes. However, no large (i.e., 30 inch or larger, or "heritage" trees) are anticipated to be removed. While the tree removal represents a reduction in forest lands, the acreage affected is not large (5.05 acres) and the tree removals do not result in a substantial reduction in habitat. However there are mitigation measures in place to ensure that any effects of tree removal are reduced to a less than significant level.

The project will also avoid the jurisdictional waters of the United States and TRPA SEZ associated with Dollar Creek by proposing a bridge to span it entirely and one other unnamed mapped SEZ located on the northerly section of the proposed trail that may span or will be designed to avoid the SEZ entirely. Other biological resources such as wildlife have been fully analyzed resulting in no significant impacts and include appropriate mitigation measures.

Noise:

Potential noise impacts from construction and implementation of the Project are less than significant with mitigation measures that are documented in the Mitigated Negative Declaration and have been made conditions of approval.

Grading and Drainage:

The Project would result in 5.05 acres of grading impacts which that are associated with construction of the 10-foot wide paved trail and 2-foot clear zone or shoulder on each side of the trail. In addition, the Project will construct a bridge, 100 foot in length, across Dollar Creek which is also a stream environment zone (SEZ). Mitigation measures require revegetated cut slopes and fill slopes with all resulting of finished grades to be no steeper than 2:1.

The disruption of soils associated with the development of the Project could increase the risk of erosion and allow potential contamination of storm water runoff. The grading for the trail and temporary construction access roads are primarily responsible for increased risk of erosion and degrading of water quality. These impacts will be mitigated to a less than significant level by implementing the recommended mitigation measures in the Mitigated Negative Declaration.

RECOMMENDATION:

Staff recommends the Planning Commission adopt the Mitigated Negative Declaration, approve the Conditional Use Permit for the Dollar Creek Shared-Use Trail Project and forward a recommendation to the Board of Supervisors for approval of an amendment to the North Tahoe Area General Plan to add Transportation Route as a Conditionally allowed use to a portion of Plan Area Statement 013 (Watson Creek) to the following findings and attached recommended conditions of approval.

FINDINGS:

CEQA:

The Planning Commission having considered the proposed Mitigated Negative Declaration, the Errata to the Mitigated Negative Declaration (Attachment G), the proposed mitigation measures, the staff report and all comments thereto and hereby adopts the Mitigated Negative Declaration (Attachment E) for the project based upon the following findings:

1. The Mitigated Negative Declaration has been prepared as required by law. Mitigation measures address air quality, biological resources, hydrology and water quality, soils, transportation and traffic, noise, and utility and service systems. With the incorporation of all mitigation measures, the Project is not expected to cause any significant adverse impacts.
2. There is no substantial evidence in the record as a whole that the project as revised and mitigated may have a significant effect on the environment.
3. The Mitigated Negative Declaration as adopted for the project reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of its preparation.
4. The MMRP prepared for the Project is approved and adopted (Attachment F).
5. The custodian of records for the project is the Placer County Planning Director, 11414 B Avenue, Auburn CA, 95603.

Conditional Use Permit:

The Planning Commission, having considered the staff report, supporting documents and public testimony, makes the following findings and approves a Conditional Use Permit for the Project:

1. The proposed uses are consistent with all applicable provisions of Chapters 17 and 18 of Placer County Code.
2. The proposed uses are consistent with the objectives, policies, general land uses and programs as specified in the Placer County General Plan and any specific findings required by any of these plans are made through this approval.
3. The establishment, maintenance or operation of the proposed uses will not be detrimental to the health, safety, and general welfare of people residing or working in the neighborhood of the proposed use, and will not be detrimental or injurious to property or improvements in the neighborhood or the general welfare of the County.

- 4 The proposed uses are consistent with the character of the immediate neighborhood and will not be contrary to its orderly development.

Amendment to the North Tahoe Area General Plan:

Pursuant to County Code Section 17.60.090, the Planning Commission recommends that the Board of Supervisors amend the North Tahoe Area General Plan to create Special Area 1 on Assessor's Parcel Numbers 092-010-035 (portion) and 092-010-023 and add "Transportation Routes" as a conditionally allowed land use to a portion of the Plan Area Statement 013 (Watson Creek) as set forth in Attachment D:

The Planning Commission finds and on that basis recommends to the Board of Supervisors, that the proposed land use addition is consistent with all applicable provisions of the Placer County Code and Placer County General Plan.

Respectfully submitted,



Allen Breuch
Supervising Planner

ATTACHMENTS:

Attachment A - Conditions of Approval
Attachment B - Vicinity Map
Attachment C - Project Site Plan
Attachment D - Amendment to the North Tahoe Area General Plan Exhibit
Attachment E- Mitigated Negative Declaration (Provided via Fed-Ex to Planning Commission on August 20th under separate cover)
Attachment F- Mitigation Monitoring Program (Provided via Fed-Ex to Planning Commission on August 20th under separate cover)
Attachment G- Errata to Mitigated Negative Declaration
Attachment H - Correspondence

cc: Peter Kraatz-Deputy Director of Public Works
Michael Johnson - Agency Director
Paul Thompson - Deputy Planning Director
Karin Schwab - County Counsel's Office
Garry Haas - Air Pollution Control District
Sara Gilmore - Engineering and Surveying Department
Richard Moorhead - Department of Public Works
Justin Hanson - Environmental Health Services
Andy Fisher - Parks Department
Allen Breuch - Supervising Planner
E.J Ivaldi- Environmental Coordination Services

Subject/chrono files

